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SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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General Post Office]

SATURDAY, JUNE 7, 1890.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.

—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

Morning Advertiser.—"Able and smartly written."

Daily Chronicle.—"An ably conducted and interesting paper."

Reynolds's Weekly Newspaper.—"A bright little paper."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

Star.—"What sailors are interested in, and need to know, is culled from all quarters."

Liverpool Daily Post.—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multifarious attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

Weekly Budget.—"A career of much prosperity and usefulness."

Tonbridge Free Press.—"Interesting to everybody."

Mercantile Marine Service Association Reporter.—"A genuine ring about the articles, which are written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Southampton Observer.—"Advocates the interests of seafaring folk with zeal and ability."

Western Daily Press.—"It is well conducted, and is full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

YARNS.

CXXXII.

SOME OF MY SWEETHEARTS.

By A SHELLBACK.

"Why don't you write yarns for SEAFARING?" my friends often ask me, and the reply has generally been, "Why don't I, indeed! If I jotted down and put into print my own experiences, without a word of a lie, not one reader in a thousand would believe them. That's why."

But my wife, who is a great admirer and constant reader of your paper, won't leave me alone. We keep a sailors' boarding-house, you see, and she reads SEAFARING aloud to the boarders, and, hearing what the sailors say about the paper, she thoroughly believes in it. I have often explained to her that she can depend upon the news and the articles in the paper being true, but that the yarns are only yarns after all, and that some may be true but they are not bound to be true any more than stories in story books are supposed to be. But she can't see the difference between the news and articles and the stories; and even that yarn you had, tough as it was, from "Truthful Billy, A.B." about hitching a ship on to a flying shot, and getting towed by it, she swallowed, although all the boys laughed. She is a woman who won't stand nonsense, I tell you. That, indeed, is why I am writing you now, for she will give me no peace till she sees some of my experiences in print; so here goes. To start at the beginning, I can't say as I know when or where I was born, as I have no recollection of having been born at all. But I've heard it was in the year 1832, and in Hull, and I do know I was never consulted about it, otherwise I would not have been born at all. I'm told I bawled and cried when I was born, showing that I would have objected very much if I had been asked. I don't remember having any father or mother, but I do remember the uncle I lived with; and a regular brute he was, always a whacking me, and never giving me enough to eat, so I soon ran away to sea, aboard one of the whalers that used in those days to sail out of Hull for the Arctic. In this trade I stayed till I was a grown man and had risen to be a harpooner, when I left and went into southern-going ships, and again found myself in a whaler, but this time in an American one that went to the south instead of the Arctic seas. I had left her after making a tidy sum of money, and was enjoying myself at the age of 27 in Boston, when I fell in with a nice girl and engaged to be spliced to her in one of the purser's

names that I had taken. The night before the wedding she was showing me some presents she had got from friends. Among them was a frame for a picture. She handed me a portrait and asked me to put it in the frame. As I was doing so I thought I had seen that face somewhere. After looking at it carefully I saw a strong resemblance to a man I had good reason to remember with anything but love. Explanations followed, and it turned out to be the portrait of my old brute of an uncle, who turned out to be her uncle too, and she turned out to be my sister; so of course there was no splicing with that girl; and I tell you the discovery gave us both a turn.

My next love affair was with a young widow, as she gave herself out. This was in Glasgow. By this time I had no money left, and had to ship aboard a craft bound for New Zealand. Before sailing, I engaged to be married to her. On the passage out we were cast away on the South Island of New Zealand, and only two of us, myself and another sailor, escaped, as far as I knew at the time. I was in my shirt when the ship struck, and in that state reached the land; and in that state, with my shipmate, I started to seek some habitation. When at last, after two days' tramping, we sighted smoke curling up, I rejoiced to think that there was some settlement at hand. We were faint with hunger and fatigue, and between the wounds I had received in reaching the shore and the raw condition of my feet after tramping many miles without shoes, I was in a deplorable plight. A farm house soon hove in sight, and as I was not in a presentable condition, while my mate had trousers as well as shirt on, we decided that he should first interview the inmates, while I waited a short distance off behind some high New Zealand flax plants. He soon returned with a hat, coat, trousers and shoes, and when I had donned these, he piloted me into the house, where a homely and motherly dame bid us welcome, and soon provided us with food. We were just finishing our meal when the sound of a horse approaching was heard, and presently her husband made his appearance, demanding to know what we were doing there, and upbraiding his wife for her hospitality. Our straightforward tale he scouted as absurd, adding in strong Scotch brogue, "Ye're jest twa 'scaped convicts." After a good deal of argument he was persuaded to let us stop till next day, and we were ultimately accommodated in an outhouse or shed, with some straw for a bed, on which we slept so soundly that it was long past noon on the following day when the sound of some men's voices and the jingling of horses' bridles aroused us. The door of the shed, which had been carefully padlocked on the outside, was flung open,

and then we beheld five policemen, two still mounted, while the other three stood by. Into their custody we were soon given, and taken off to a place fifteen miles distant, where we were lodged in a sort of barracks under lock and key, and next day were taken before some man in authority, who ordered that we should be escorted to Dunedin, still in custody. On the evening of our arrival in Dunedin, we were suddenly confronted by some of our shipmates, who had taken to one of the boats which had been picked up, and not lost as we had supposed. Explorations, of course, followed, and we were very kindly treated—so kindly, indeed, that I resolved to stay in New Zealand till I had made enough to return and settle down with the widow. About a year after the shipwreck I was with a chum returning from the goldfields, where we had met with some luck. Anxious to catch a coach, we had taken a short cut off the usual track, and I was rather doubtful about my friend's knowledge of the road, though he was confident. A waggon came along, and to convince me he was right he "cooed" to the driver and asked the way. Directly I heard the reply I recognised the voice as that of the suspicious Scotch farmer who had mistaken me for a convict. He did not recognise me, but he and my chum recognised each other, and after a short chat and instructions as to the road, we parted. After the Scotsman had gone I told my chum that that was the hero of my adventure, which I had before mentioned to him. This led to his telling me all about the surly farmer, who turned out to be none other than the husband of the supposed widow that I was engaged to in Glasgow. He had taken to himself another wife—who had money—and forgotten all about the wife in Scotland; and that wife in Scotland never forgave me for finding out that she was not a widow. Here I must clew up for the present.

"A LARK 'twould be," quoth roguish Ned,
"To steal some apples, when 'tis dark."
"Oh, say not so," good William said,
"A rubbin' ne'er can be a lark."

ANCIENT SHIPS.—The old Greeks always took the names of goddesses for their ships, and this is one reason, no doubt, why the feminine gender is still retained. A ship will always be "she," even if women all wear the divided skirt, ride astride, go into Parliament, and take the upper hand—and crust—generally. Then the old Romans, who also used female names, liked to baptise their ships when afloat, a whole fleet at a time, according to Livy. They erected altars on the shore, and the ships were arranged in a semicircle within hail. The priests first rowed round the fleet in boats, invoking good luck on the ships, and then they returned to the altars and decapitated a sufficient number of bulls and calves, whose blood served for the baptism. Even now, I am told, when a ship is first put into the water in Greece, the skipper hangs laurel and garlic all over her, and drinks a big cup of wine to her and her guardian deity. This blessing of the ships was continued by the Medieval Catholics to a great extent, although the public and elaborate blessing of the Spanish Armada was not a great success, regarded from a nautical point of view. Neither, perhaps, was the blessing of the great fleet of St. Louis of France before it set out for the Holy Land, for if I have not forgotten my history, most of the ships in that expedition met to unmitigated grief. On the other hand, let us remember that the flagship of our own gallant Hawkins was called *Jesus*, that Columbus discovered America in the *Santa Maria*, and that Tourville did a considerable execution with the *Holy Ghost*. The belief in prayer was potent enough to influence even the rascally buccaneers of the Spanish Main, for they always religiously performed their oaths, before setting forth on their expeditions of plunder and murder. The funniest use of prayer, however, was that of the Barbary pirates, who, when they wanted a fair wind, used to flog their Christian slaves to pray for one.—*Fairplay*.

MARRIED SAILORS.

BY A COMMANDER OF THE ROYAL NAVY.

II.

In the Royal Navy, the evil system formerly prevailed of not paying crews their wages till the end of the voyage. The difficulties of marriage were then very great; and the naval authorities, regardless of the true interests of the men, fostered most shameless immorality on board the Queen's ships. Seamen were said to be profligate and reckless, whereas it was the deliberate act of the naval authorities which made them dissolute, though the Word of God says, "He that doeth it destroyeth his own soul." When ships of war came home to pay off, after a three or four years' absence, the vessels were crowded with bad women during the last two or three weeks, whilst stripping the ship. The crews were thus so entangled by foul orgies on board that, on being paid off, they fell an easy prey to the crimps, and being quickly robbed of their three or four years' earnings, they became willing to take service in other ships of war awaiting crews. Similarly, it was desired to get rid of the two or three months' wages given in advance before the ships sailed for distant stations, and during the several weeks of rigging and fitting out the vessels the decks were crowded with bad women.

At last, in 1834, Capt. Robert Wauchope, a man who feared God, was appointed to commission at Port-mouth the *Madagascar*, a frigate with a complement of about 300 men, intended for the Cape of Good Hope station. He stoutly refused to countenance immoralities on board his ship. The women went to the Corporation of Port-mouth and represented that the trade of the town would suffer if the *Madagascar's* crew were permitted to sail with their two months' advance of wages unspent. The Corporation brought pressure to bear on the Port Admiral, who insisted on Captain Wauchope admitting the women on board in compliance with the ancient customs of the Navy. But the Captain declined to recognise the debasing custom, though expressing his readiness to obey an order in writing from the Admiral to turn his ship into a shameless brothel. The Admiral being unwilling to give this written order, reported the matter to the Admiralty, who sent for Captain Wauchope to come up to London.

The First Naval Lord of the Admiralty again personally ordered the captain to comply with the customs of the service; and again Captain Wauchope expressed his readiness to obey any order in writing which the Admiralty might give, but without such a written order he resolutely declined to recognise such a degrading custom. He was then told that he would be removed from his command; whereupon Captain Wauchope reminded his superior that he obtained the command of the *Madagascar* at the request of a certain powerful member of Parliament, and added that if he was dismissed from his ship, it would be his duty to inform the said member of Parliament of the reason assigned for his dismissal. That stopped further proceedings.

The news soon spread amongst the other captains that this disgusting custom of wholesale fornication had been successfully resisted, and in a few years unblushing profligacy afloat ceased to disgrace British ships of war—though immoralities on shore were still the rule.

After an interval of some thirty years, attention was called to the large bodies of seamen incapable of standing the exposures and exertions of continuous bad weather at sea, owing to the weakening effect of sensual indulgences, and to the large numbers receiving wages, but who from the same cause were not doing any work. The pay system in the Royal Navy was consequently altered, so that seven-eighths of the wages earned are now paid monthly, either by allotment or otherwise, and the whole account closed every three months. Savings banks were introduced, so that crews at sea, who did not need money to spend, could have their earnings paid over direct to their own accounts in the Naval Savings Banks. Under this new pay system, holy matrimony has largely extended, men-of-war's men become tied to their country and to the service, whilst drinking habits and sensual indulgences are greatly abated. It is now possible for seamen to kneel night and morning in personal prayer in their messes without going through the ordeal which Daniel had to undergo when he wanted to kneel to his God three times a day; and now no working class in the kingdom can show a body of men more thrifty and sober, more moral and God-fearing, than the splendid seamen who man our ships of war.

In many short voyage lines of steamers in the mercantile marine, where wages are paid with frequency, and where it is made an object to attract well-conducted men and to retain them, the crews are quite as good as those in the Queen's ships as to skill and healthiness, thrift and sobriety, morality and religion.

But there are undoubtedly too many shipping companies who so conduct their business that respectable married Englishmen will not serve in their vessels; and their crews are consequently made up of foreigners, often immoral men, and of inferior Englishmen, who contaminate one another. Should such ships get into bad weather for a week or two soon after leaving port, the profligate men have no stamina to endure continual exposure and exertion, and are physically incapable of performing their arduous duties with zeal or efficiency. Sensual indulgences weaken the body, as the Word of God says, "If any man defile the temple of God, him shall God destroy; for the temple of God is holy, which temple ye are." Every effort should, therefore, be made to discourage this vice in all its forms, and to help seamen to resist the sin. The Missions to Seamen is taking up this subject with a view to lending seamen a hand to overcome the evil. More than one's own strength is needed to subdue the animal passions. "Flee youthful lusts," is the Apostle's advice. God gives strength in answer to prayer. Let us then pray Him "to lead us not into temptation, but deliver us from evil." Let us "Watch and pray, lest we fall into temptation." The strongest of us need to have our good resolutions on purity backed up by the power which God gives to successfully resist this sin. Those who have tried it, know by personal experience that "God is faithful, who will not suffer you to be tempted above that ye are able to bear, but will with the temptation also make a way to escape."

TELEGRAM from Palermo, May 29, states that the captain of *Helen Norton* reports striking floating wreckage, possibly capsized ship, dangerous to navigation, 20 miles off Cape Sines, lat. 38.3 N., long. 9.20 W.

FISH AND THE FISHMONGERS' COMPANY.

We have received the following:—

The venerable and wealthy Fishmongers' Company is supposed still to represent the interests of the people; to supply them with cheap, healthy, abundant fish at first hand in the markets; to protect the public against forestallers and regraters, now called rings of market middlemen monopolists; and to seize, condemn, and destroy all fish in London and its suburbs unfit for human food. Already for 1879, this ancient chartered Company returned its income at about £50,000 a year to the Royal Commission of the City Livery Companies, where I fail to find a single penny devoted to the legal objects of its trust, though I find that for 1879 it owned to having spent on

Entertainments and	
their Hall ...	£9,310 17 0
Management ...	5,469 7 11
Members' of Court and	
Office Expenses ...	693 3 5

Before this Royal Commission a Prime Warden of the Fishmongers' Company stated that in 1881 his Company spent £4,000 on technical education; but it does not appear that any of this money was devoted to the technical education of fishermen and fisher folks, who of all classes most urgently require it.

Quoting from its bye-laws of 1668, which the Fishmongers' Company professes to have religiously carried out from that date to this, its trade duties included:—

"The prevention of enhancing the price of fish. Punishment for exposing unwholesome fish for sale (which in the 14th century consisted of six days in the pillory, and the burning of the fish beneath its vendor).

"No person to buy fish for forestalling.

"Oasts or owners not to sell over-day fish, that is, over a day; or fish over 24 hours old.

"Wardens of the Fishmongers' Company to be fined for not properly executing these ordinances."

Having so long neglected its public legal duties as trustees, by absolute desuetude, or the discontinuance of its legal trust functions, the Fishmongers' Company has thereby forfeited its charters.

The Fishmongers' Company devotes almost all its income to purposes foreign to its legitimate trusts, and fails even to protest against the continuance of Billingsgate Fish Market, which I have proved to be an all round gigantic increasing public nuisance. The Company omits to prosecute the notorious and illegal fish trade market rings of middlemen, monopolists, or forestallers.

In 1879 the Irish estates of the Fishmongers' Company, though yielding nearly £10,000 a year, yet, nevertheless, none of these funds appear to have been devoted to benefit the poor Irish fishermen, which I hold to be a scandal demanding legislative interference.

Though the Commissioners of the City Liveries Commission recommended the annual publication of accounts by the City Livery Companies for public inspection, I am informed that it is still impossible to obtain from the Fishmongers' Company annual information as to the details of its income and expenditure.

Under the legal doctrine called *Cy-près*,

the Fishmongers' Company should spend every penny of its income upon public objects connected with the fish question, the fishermen, and the fisher folks.

The trifling amount which the Fishmongers' Company gives to the Plymouth Marine Biological Association, is no answer to the inquiry how the bulk of the trust moneys of the Company have been expended.

I charge the Fishmongers' Company of having practically evaded almost every duty imposed upon it as public trustees, according to its own charters and to Acts of Parliament.

If the Fishmongers' Company will publish a defence of its conduct and omissions of its public duties, I am prepared to reply. If not, it will remain in the pillory of public opinion as having failed to execute its duties and functions as legal trustees.

The London County Council desires to supply the metropolis with efficient fish and other markets, but a party in Parliament has hitherto succeeded in depriving London of such accommodation.

Cheap, healthy, abundant fish food for the poor is one of the most important pressing national questions of the day. Hence I trust that the public will insist upon obtaining its rights.

I am, Sir, your obedient servant,

J. LAWRENCE HAMILTON,

17, Burlington-street,

M.R.C.S.

Brighton, May, 1890.

FISHERMEN'S GRIEVANCES.—Largely-attended meetings of the fishermen have been held at Ramsgate during the past few days, and addressed by deputations from Hull, Grimsby, Lowestoft, etc., who pointed out the numerous grievances under which they laboured, and which, they held, could only be redressed by a proper and effective organisation of the men themselves. A Branch of the National Federation of Deep-sea Fishermen has now been formed for the port of Ramsgate, and 150 members have joined.

GREAT CIRCLE SAILING.—It is now universally known by seamen that the shortest line which can be drawn between any two places on the surface of the globe is an arc of a great circle passing through them both; and, moreover, that the rhumb-line, or the apparent course upon the chart drawn from one of those places to the other, can never coincide with that great circle unless both places lie on the equator or on a common meridian. It is not, therefore, from want of general conviction of the propriety of having recourse to great circle sailing that it is so rarely used by practical men, but from the tedious length of the calculations requisite to determine the series of ever-changing courses which a vessel must pursue in order to adhere to the track of a great circle. Every great circle divides the surface of a sphere in two equal parts, and is called a great circle, because it is the largest that can be drawn on the sphere, its radius being that of the sphere itself; and, since each great circle divides the sphere into two equal parts or hemispheres, it must also divide any other great circle into two equal parts or semicircles. The shortest distance between any two places on the earth's surface is on a great circle; consequently that ship alone which steers along the arc of a great circle, sails directly for her port. Mercator and parallel sailings conduct the ship by a circuitous route, when compared with the track of a great circle; but the simplicity of the calculations connected with these sailings, and the circumstance that by them the ship makes but one course throughout the voyage, have led to their being preferred to great circle sailing, in which the course is continually changing. To determine, by calculation, how much the course must be changed from time to time, has been a problem so tedious and so often to be repeated as to preclude its being generally adopted. It is, however, a very satisfactory indication of the growing attention to the science of navigation, that in several recent voyages the sound principle of conducting a ship along the arc of a great circle appears to have been adopted; and not only those glaring cases when a large amount of distance may be obviously saved, but in the more every-day work of selecting the most advantageous tack on which to lay the vessel with a foul wind.—*Marine Record*.

MOVING THE LOAD LINE.

STRONG DISAPPROBATION.

Last Monday and Tuesday, at the Westminster Town Hall, Mr. R. H. B. Marsham, the Greenwich magistrate and Captain Ronaldson, Captain Dyer, and Admiral Curme, assessors, held an inquiry, ordered by the Board of Trade, "into the circumstances attending the supposed loss of the British steamship *Erin*, of Liverpool, which has not been heard of since leaving New York for London on or about Dec. 28 last." Mr. J. H. Wilson, general secretary of the Seamen's and Firemen's Union, was present, in the interests of the relatives of some of the crew who belonged to the Union.

The *Erin* was an iron screw steamer, of 4,577 tons gross, and 2,818 tons net register, owned by the National Steamship Company, and engaged in the Transatlantic trade. She was built in 1864 by Palmer's Shipbuilding Company, at Jarrow-on-Tyne, and was lengthened by Messrs. Laird Bros., in 1877. She left New York for London on Dec. 28 last. She was spoken by another steamer on Dec. 31, and has not since been heard of. She had on board a full general cargo, 528 head of cattle, and a crew of about 74 hands. Her total cost to her owners was £208,000, and at the time of her supposed loss she was wholly uninsured. An important question in the case was as to whether, when she left New York, the vessel was overlaid.

Mr. Marsham, on Tuesday, read the judgment of the Court as follows:—1. When the vessel last left New York she was in all respects in good and seaworthy condition as regards hull and equipments. 2. Her load-line disc was not so placed as to give the vessel sufficient freeboard if loaded down to it. Mr. Langlands, the registered manager of the *Erin*, stated that in 1887 he altered the position of the disc from 26 feet to 26 feet 6 inches; that in August, 1888, he raised it to 27 feet, and that in March, 1889, he further raised it to 28 feet, these measurements being all from the keel. These alterations were made after the vessel was taken out of the passenger trade, and without any calculation or upon any basis, but with the object of preventing any difficulty with the crew, as the manager alleged had happened with other owners. The manager further stated that similar alterations were made in all the Company's ships at the same time. The Court feel bound to express their strong disapprobation of such a course being adopted. 3. Her boats were sufficient and in good and seaworthy condition. 4. From the depositions taken in New York, the Court are satisfied that the longitudinal bulkheads in the several holds, and the two transverse bulkheads in the oilop compartments of holds Nos. 2 and 4, were properly constructed and secured. 5. From the above-mentioned depositions the bulk grain cargo was properly stowed, and sufficient provision was made for feeding it. 6. From the same depositions the cattle-pens were properly constructed and sufficiently secured. 7. From the same depositions the cattle-pens appear to have been so arranged as not to interfere with the space required by the seamen for working the vessel. 8, 9 and 10. From the plan of the disposition of the cargo, and from the depositions of those engaged in stowing it at New York, it would appear that the cargo was properly stowed and secured from shifting, and that the weights were so distributed as to ensure the stability of the vessel. But, according to Lloyd's Tables of Freeboard for the North Atlantic winter trade, the vessel, when she left New York, was to some extent overlaid, and the Court consider that there was not sufficient evidence before them to enable them to come to a conclusion as to whether, as laden, she had in fact sufficient stability. 11. The vessel was wholly uninsured. The National Company had underwritten for 52 head of the cattle on the decks. 12. From the evidence before them, the Court are of opinion that the probable cause of the vessel not having been heard of since Dec. 31 last is that she foundered at sea, exceptionally heavy gales having occurred about Jan. 5 and 6 last.

MR. JOHN BURNS, of the Cunard Line, has arranged to accelerate the communication between Scotland and Ireland by a fast paddle steamer, permitting the journey to be made between Glasgow and Belfast in one day, and allowing six hours' stay in Belfast. The steamer, which has been built by the Fairfield Company at Govan, was tried on the Clyde on Saturday, and gave a speed of 20½ knots on the mile and a mean speed of 19½ knots during two runs between the Cloch and the Cumbræ Lights. The boat is called the *Adder*, and is similar in design to the new boats *Empress* and *Calais-Douvres* running between Dover and Calais.

CORRESPONDENCE.

SUGGESTIONS.

To the Editor of "Seafaring."

DEAR SIR,—In your issue of May 24th, our old friend of the "Carpet Bag" offers a suggestion on the benefits members would derive from being able to have their letters addressed to the secretary of any Branch at which port their vessel was to call at. I can assure our friend I am quite agreeable, but still I think the post-office answers the purpose quite as well, as letters can be left till called for, then no blame would attach to secretaries for missing letters, which go astray through being incorrectly addressed. I would also draw the attention of secretaries to a grievance which is felt at all ports, except the large outward loading, viz., men signing to take vessels to coal or outward loading ports, after having completed the voyage as per Merchant Shipping Acts, and I think it is a grievance which ought to be put a stop to, as it gives men of unsteady habits into the hands of crimps, who lend them money on their buying some clothes at about 75 per cent. over value, which the captain often shares on paying the bill, the men finally being paid off with about as much as will pay another loafer to carry their clothes to another sailor catcher. Then what about the friends of these men? If married, they are ashamed to write to their homes, having nothing to send, and if single, often sending letters stating how they have been shipwrecked, and asking that something may be sent them, which they will pay next voyage, the next voyage repeating the same folly, and finally becoming so debased, that the very crimp who has grown rich at their expense, looks on them with contempt. I trust the Branches having power, will deal with this matter,—I am, Sir, yours obediently,

Belfast, June 2.

ROBT. PRICE.

To the Editor of "Seafaring."

DEAR SIR,—I should like, through the medium of your paper, to be permitted a remark upon the present attitude of the Sailors' and Firemen's Union, with respect to the position of the firemen. My object in particular is to try and draw the attention of those responsible for the management, to a glaring neglect of the mention of either greaser or storekeeper in what your correspondent from Bristol calls the Bristol rate of pay. Now, it is a well-known fact, that both greasers and storekeepers are higher paid than either firemen or trimmers, and that their duties require more thought and attention than is required in the stokehole, yet in the Bristol rate no word is mentioned of either greaser or storekeeper's pay, while the sailors, from the boatswain to the A.B., are graded, and as the sailor merges into a lamp-trimmer or a quartermaster, the Union insist that his pay shall increase. Why will not the Union apply this to the greaser, and assist him in getting extra remuneration when he accepts extra responsibilities? Is it as some of us suppose, that the management of the Union is too much in the hands of the sailors? I believe a scale of pay is being organised to be made applicable all over if possible. If this is so, and the Union is to proceed upon the line of the Bristol rate as the recognised scale, then depend upon it discord will follow. This is not a question of storekeepers and greasers only. It affects every man connected with the stokehole who may in his turn become either of the above. Let the secretary and those connected with the management think of this, and see that in all cases where there are two paid officials, that one is held by a fireman and the other by a sailor. By doing so, you will allay a lot of discontentment that is growing. Trusting that you will favour by inserting the above,—Yours in Unity,

May 22, 1890.

S.S. "IBERIA."

If in some Branches the officials happen to be all sailors, in others they are all firemen, and firemen are allowed as much liberty to speak at meetings as sailors, consequently there is no room for jealousy between sailors and firemen.—Ed. SEAFARING.

VARIOUS SUBJECTS.

To the Editor of "Seafaring."

SIR,—My paper, SEAFARING, reached me here to-day, and on perusing it I find a letter, signed "A Bubble Burst," which surprises me very much. Does Bubble mean to tell me that the seamen of to-day are so dull of comprehension that they cannot see what the franchise will do for them if once extended? or that our seamen of to-day are so thick-headed as not to take an interest in their country's affairs? He wants to tell that to the marines, not to the Jacks. Sir, in another part he

says, I see a very good way of giving them a lesson in that. I cannot see what he is driving at, unless Bubble wants to make the district secretaries and branch secretaries Executive councillors as well. By doing that he would make them the secretary's masters instead of servants. I say the secretaries have power sufficient already. Again, he says the selection of the Executive Council has been a failure. As one that had a hand in the selection of that Council I totally deny that assertion. Some of the Executive may have failed to put in an appearance at the Council meetings, owing to being at sea. But the few that have attended have made ample amends for the deficiency. The Executive Council have done some grand work in a few months. They have fought some hard battles and won some grand victories, all honour to them. Now, Mr. Bubble, I will make a suggestion, and I hope you will adhere to it. If you happen to be sent as a delegate to represent your Branch at Glasgow next October, mind and select a man out of your own district that is a thorough Trades Unionist, and one that has the welfare of the National Union at heart; one that can possibly attend every Council meeting, and then no member will have cause to complain at your selection.—Yours truly,

Hamburg, May 29, 1890.

C. C.

To the Editor of "Seafaring."

DEAR SIR,—I see in your issue of May 10 that His Royal Highness the Duke of Edinburgh has not failed to see some of our grievances in foreign ports. Sunday labour, also paying us off on the Continent right before the mouth of hawk-eyed land sharks, ready to mesmerise one with their dirty gin and brandy, and "we no savey Engla Jonny, but we savey de moneys, bona." This is where men, whether married or single, belonging to England, went a friend. Again, that is a grand understanding the chief engineers of boats come to at Liverpool—ship nothing but Union firemen, hoping through the aid of our Officer's Union they shall soon be able to say we won't leave the dock without bona fide Union men. Mr. Editor, I agree with that cook and steward who says all good stewards and seamen should join without delay. He was surprised that his old chum had not joined. I can tell him there are a few outside our ranks yet. Some I know who can talk about big wages, and reach for them. I and two or three more members were having a chat about our Union, when some of the scabs had to sneak clear of us for shame. They are only setting their own trap. I see Copenhagen is not behind. More power to their pluck. Our good friends, Mr. Plimsoll and Mr. J. H. Wilson, have a busy season just now, and your little craft, Mr. Cowie, is the cream of our tea, and our good secretary, Mr. Price, has played a noble part in his duties since he came among us.—Yours truly,

JAMES MCCLINTOCK,

Swadsea, May 13, 1890.

Belfast Branch.

SEAMEN ENTERTAINED.

To the Editor of "Seafaring."

DEAR SIR,—On the 24th of this month, a fête was given in honour of Captain Fisher, of the ship *Albyn*, by the select public of Wallaroo, all the officers and crew were excluded. Mr. and Mrs. Francis, of the Globe Hotel, invited the officers and crew to an evening social party. The evening enjoyment commenced with electing Mr. Bruce to the chair, which he occupied to our entire satisfaction. Mr. Napier commenced by singing "Round Goes the Wheel," in good style, and was followed by singing and dancing till 9.30 p.m., when all adjourned to the dining-hall, where a most sumptuous repast was prepared. The tables were most elegantly laid, and the Misses Francis were untiring in their services, and were most ably assisted by Mr. Rosney, who contributed largely to the evening's entertainment. After putting on most sumptuously of the good things provided, we returned to the large hall, where singing, dancing, and reciting, was kept up till 2 a.m., when Mr. Evans, 2nd officer of the *Albyn*, tendered his thanks on behalf of the crew, with a few very appropriate remarks, and was ably answered by Mr. Rosney, on behalf of Mr. and Mrs. Francis; a hearty vote of thanks being passed to Mr. and Mrs. Francis, Miss Francis (pianist), Mr. Rosney, and the chair. Although our Union was represented by only two members, there was a vote of confidence passed to SEAFARING, and the general secretary, Mr. J. H. Wilson. The evening's entertainment was brought to a close by all the company singing, "Auld Lang Syne." Mr. and Mrs. Francis deserve all praise, especially from seafaring people. Hoping you will find a locker for this in your tidy clipper, on behalf of the crew of the *Albyn*, I remain, yours in Unity,

March 30, 1890,

J. DONOVAN,

Dundee Branch.

MEDICAL MALTREATMENT OF SEAMEN

To the Editor of "Seafaring."

DEAR SIR,—A great deal has been said upon what is supposed the immoral lives led by seamen, and in every case greatly exaggerated. Hospitals and dispensaries are not always right, and many people are apt to place too much reliance on their statements. Recently, with all the science of pathology, physicians out of four thousand cases in one of our large cities, failed to know the nature of the diseases to the extent of 44 per cent. If a large city with upwards of half a million inhabitants should have such a large number of failures in medical practice, we can safely conclude that there will be the same percentage for the United Kingdom. With respect to seamen, a greater number should be allowed for to come near the truth, which would go a long way in reducing the large numbers which have been laid against seamen as suffering from diseases brought about by immorality. Doctors who have always treated residents on shore, understand nothing of the diseases which seamen are liable to. Seamen, as a rule, have to live on unsound food, and drink water from tanks which have been filled from tropical rivers. The health of seamen is affected by changes of climate, and many other causes which are unknown to physicians, who have not travelled to know them, and it is impossible for any physician to know them without he has made the life of seamen a special study. Unfortunately a great number who attend seamen are more depraved and licentious than seamen, and not knowing the nature of a complaint put it down at once as one from immorality, and their treatment consists of drugs which bring on tremor mercurialis, and then they say the disease is chronic, the consequences of which are even more terrible and excruciating than those from immorality. The reputations of seamen have suffered too often through maltreatment. The treatment of seamen by physicians in foreign ports is nothing less than an outrage upon humanity, and in every case seamen are condemned before their complaint is known. The doings of one or two physicians I will mention, and many seamen have seen worse. First I was informed by a master of a vessel, that during one of his voyages he had a seaman who was unwell, and when the ship arrived in port, a doctor came on board, which is generally the case in foreign ports. He was at once shown the sick seaman, but instead of prescribing something for him, went and told the master that there was nothing the matter with him. During the conversation the doctor and the master had together on deck, the sick man went into convulsions and expired. One of the crew went and told the doctor while he was on deck of what had occurred. The doctor ran to the steward for brandy and when he came forward with it, began teeming it down the dead man's throat, making everyone feel disgusted. The master at last told him it was no use giving dead men brandy; if brandy had been given when he was alive it might have done him some good. Many doctors are guilty of this kind of work, with the expectation of receiving large bribes, to exempt ships from quarantine. Once being in a ship at the Brazil, yellow fever broke out on board. I and three more were laid down with it. Thanks to Divine providence, no doctor was at hand, and the four of us fortunately recovered. The plague did not stop with us, but afflicted the remainder of the crew. By this time a doctor came on the scene, with the result that all he attended died. Another case of a man falling from aloft, whose bones were imperfectly set, but recovered so much that he was able to do ordinary work. On the arrival of our ship in port, a doctor came on board, and before properly looking at the man, said he was suffering from disease brought about by immorality! Then the man at once told him of the accident he met with during the passage. The doctor at once found out he had made a serious blunder, to add to his long roll, and put it off by saying, "Well, you have suffered from it, some years ago," thinking by saying this he might perchance hit on it. Many seamen when sick in foreign ports, dread being sent to hospital, for they never expect to come out again alive. In several countries the soil is so sacred, that large fees are required for the interment of strangers, therefore, in the case of seamen in foreign hospitals, their burying fees are of more importance to the authorities than their recovery. This brings about the report that the climate is unhealthy and the country a graveyard to Englishmen. Little do people think that the excessive number of deaths is due to the disciples of Hippocrates prostituting themselves into human butchers, by laying seamen hors de combat.—Yours, etc.,

Liverpool.

GEO. WILSON.

Several letters are held over for want of space.

SEAFARING DISASTERS.

Antagonist, ketch, Ayr for Plymouth, coal, has arrived at Kingstown leaky.

Anna, barque, reported ashore on the Blacktail, towed into Southend.

Aldergrove, British barque, Toho for Glasgow, has put into Sydney partially dismasted in a gale.

Bruce.—Cable message from New Orleans states: British barque *Bruce*, for Fleetwood, timber laden, has returned Ship Island, having sprung a leak and with sails split, etc.

Billow Crest.—Telegram from Santa Catharina states: Captain of British schooner *Billow Crest* has died in port.

Belle, of Lowestoft.—Captain and crew were landed at Penzance June 3; their boat having been run down and sunk 15 miles south-west of the Lizard by a barque, reported to be the *Solide*.

Beacon Light.—Particulars to hand of the collision between the large steamer *Beacon Light* and an iceberg, off the Grand Banks of Newfoundland. The iceberg was about 80 feet high, and 60 feet long, and was not seen owing to dense fog. Notwithstanding that the steamer was going slowly the crash was tremendous, and about 50 tons of ice came tumbling down on the steamer, smashing the iron deck near the fore-castle head. For a moment or two there was naturally much excitement on board. Water rushed into the tanks through the broken bows, and the steamer arrived at New York on the 20th ult. with about 250 tons of water under her decks.

Colina, s, for Montreal, returned to Greenock with boilers reported leaky.

Chichester, British steamer, Liverpool for Monte Video, has put into Rio Janeiro with machinery slightly deranged.

Castlehill, s, when making for Barry Dock entrance grounded on East Breakwater, but came off immediately.

Doxford, from Whitehaven, arrived at Bahia Blanca, reports having experienced a lengthened passage owing to stormy weather, and sustained sundry damage.

Duke of Sutherland, s, reported aground on Reuben Point, near Delagoa Bay about May 22, is announced by cable message, dated May 31, to have floated. Vessel now in berth.

Glenissa, schooner, Clyde for Glasgow Dock, ashore on Bannard's Wharf, Fleetwood, and full of water.

Huntsman, of Lynn, Hull to Blakeney, cotton cakes, ashore on West Sands.

H. L. Clarke.—News just received at Liverpool, reports the capsizing of the vessel *H. L. Clarke*, and the loss of all of the crew except one man. The latter, Charles Polaski, was picked up in a small boat by the steamer *City of Mexico*, and landed at Boston. The survivor said the *Hattie L. Clarke* was bound to Key West, and on the day before he was rescued she capsized in a squall off the Frying Pan Shoals. He managed to get one of the vessel's boats, but he believed that all the others of the crew, including Captain Sargent Lane, went down in the vessel. She had a crew of seven hands all told.

John, schooner, from Alloa, with coals, put into Leith leaky.

Janie Vivian.—Telegram from Havre states: British schooner *Janie Vivian* has been in collision with the pier. Damage slight; lost jibboom.

Kate Foster, s, of Newcastle collided and sunk barge *Mary* off Point Wharf, Greenwich. Steamer proceeded.

Lady Gwendoline, s, of Cardiff, and H.M.S. *Bullfrog*, collided at Bristol, June 3; former slightly damaged.

Neptune.—A cable message from Halifax states that the barque *Zorida* has arrived at Port Mulgrave with crew of brig *Neptune*, abandoned waterlogged in lat. 50.26, long. 30.

North Britain, s, of London, assisted into Portland Roads with machinery disabled, left for Ipswich in tow of tug.

Natalie, British brigantine, New York for Rio Grande, with general cargo, has been wrecked; part of cargo may be saved; crew landed at Rio Grande.

Pongola.—Telegram from Natal states as follows: *Pongola*, s, arrived June 1, forty miles north Delagoa Tail End, shaft and propeller lost, assistance received from *Lion* and *Churchill*, proceeds.

Parthenia, Furneaux, of Liverpool, which sailed from Laguna for Channel on Jan. 10, and has not since been heard of, is overdue.

Paoting.—Telegram from Lloyd's agent at Shanghai, dated May 31, states that the steamer *Paoting*, reported to have been destroyed by fire, has been towed into Shanghai. She was burnt to

the water's edge. Captain and second engineer missing; part of crew and passengers landed at Shanghai.

Wingates, s, Thompson, of South Shields, which sailed from Philadelphia for Copenhagen on March 21, and passed Delaware Breakwater, March 23, and has not since been heard of, is overdue.

SHIPS SPOKEN.

Afghan, May 17, 33 N, 45 W.

Aria-ne, Adelaide to United Kingdom, May 13, 17 N, 36 W.

Arbitrator, of Llanelly, May 19, 45 N, 27 W.

Annie T. Guest, (1 Nellie T. Guest), British barque, Montevideo to Yarmouth (N.S.) 49 days, all well, May 12, off the East End, Bermuda.

Alice Ada, British brig, New York to Natal, May 7, lat. 32, long. 45.

Athenian, s, May 31, 48 N, 6 W.

Abernyte, bound SW, April 16, 5 S, 28 W.

Beecroft, of Liverpool, San Francisco to Fleetwood, March 8, 34 S, 119 W.

Ballumbie, British, Pisagua to Channel.

Bowman B. Law, British, San Francisco to Channel.

British Empire, British, Calcutta to Hamburg, all well.

Bactria, May 3, 7 S, 91 E, all well.

Corktown (1 Yorktown), American ship, April 29, 25 N, 42 W.

Carmelita, of Falmouth, Cape Town to Swansea, May 6, 3 N, 25 W.

Carondelet, ship, Port Gamble to Melbourne, May 6, 35 N, 138 W.

City of Delhi, ship, of Glasgow, steering north, May 2, 5 N, 29 W.

Carpathian, of Liverpool, Port Pirie to United Kingdom, April 17, 39 S, 34 W.

Carpathian, ship, Port Augusta to Queenstown, steering NNE, April 26, 29 S, 27 W.

Clackmannanshire, of Glasgow, Canterbury to London, May 21, 36 N, 45 W.

County of Pembroke, barque, May 29, 49 N, 5 W.

Cashmere, San Francisco to Channel, May 6, 33 N, 46 W.

Delta, British steamer, New York to Baracoa, May 12.

Duntrune, of Dundee, Wellington to London, May 29, 46 N, 20 W.

Dumfriesshire, of Liverpool, San Francisco to Cork 111 days, all well, May 10, 15 N, 36 W.

Ecclefechan, Hamburg to Calcutta, April 15, 1 S, 24 W.

Evelyn, of Liverpool, Glasgow to Mindanao Island (1 Sydney), May 2, 2 N, 27 W.

Edenholme, steering SW, May 25, 49 N, 18 W.

Falkland, of Liverpool, all well, April 19, 25 S, 51 E.

Garland, for Iquique, June 1, 40 miles SW of Smalls.

Glencard, British, San Francisco to Antwerp, all well, long. 18 W.

Hector, British, bound south, all well, 16 S, 36 W.

Halcione, British, New Zealand to London, 1 N, 30 W.

Irvine, of Ayr, Mauritius to Queenstown, April 7, 9 S, 13 W.

John o'Gaunt, British, Cardiff to Callao 50 days, 30 S, 46 W.

Janet McNeil, British, Iquique to Falmouth.

Kosmos, for Valparaiso, May 30, 41 N, 13 W.

Kathleen, s, for Iquique, May 21, 43 N, 46 W.

Luanaca (1 Larnaca), San Francisco to Antwerp, April 11, 21 S, 22 W.

Lepreaux, barque, St. John (N.B.) to Rochefort, May 17, 43 N, 45 W.

Long, ship, Barker Bay to London 63 days, May 10, 14 N, 41 W.

Little Mystery, of Fowey, Rio Grande to Falmouth, May 24, 33 N, 34 W.

Lock Eck, of anti for Glasgow, June 3, off Land's End.

Loch Ranz, of Glasgow, Java to Falmouth, May 10, 13 N, 32 W.

Loch Lomond, of Glasgow, May 27, 49 N, 10 W.

Lepreaux, English ship, St. John to Rochefort, May 13.

Massilia, P. and O. Co.'s steamer, June 1, 46 N, 8 W.

Maxwell, British ship, May 21, 42 N, 47 W.

Moely Don, barque, of Cuernavaca, from Coosaw, May 22, 42 N, 61 W, all well.

Minden, barque, New York to Dunkirk, May 21, 41 N, 71 W.

Maxwell, ship, of Liverpool, bound east, May 29, 48 N, 10 W.

Margaret Sutton, of Cork, River Plate to Falmouth, April 29th, on the Line, 27 W.

Maxwell, British, Calcutta to Dundee.

Mermerus, for Melbourne, May 17 (1 May 27), 140 miles SW of Scilly.

Munster, British ship, Monte Video to West Bay (NS), April 17, 24 S, 33 W.

Martha Davis, barque, Boston to Honolulu, May 13, lat. 36, long. 43.

Nellie T. Guest, British barque, Monte Video to Yarmouth, May 12, off East End of Bermuda.

Phasis, for Havre, May 27, 42 N, 38 W.

Pera, Wolgast, May 2, 42 N, 43 W.

Peter Stuart, British ship, San Francisco to Falmouth, May 23, 39 N, 31 W.

Pons Aelii, barque, of Newcastle, from Wilmington, May 28, 48 N, 23 W, all well.

Parthia, for Vancouver, May 30, 24 miles NE of Tu-kar.

Rose of Devon, barque, steering SE, May 27, 15 miles SSW of St. Agnes, Scilly.

Royal Visitor, Norwegian barque, London to Quebec, May 16, 42 N, 43 W.

Ravensdale, s, bound east, May 27, 49 N, 23 W.

Reciprocity, British ship, bound east, all well, May 27, 49 N, 23 W.

Silver Sea, barquentine, Barbadoes to Newfoundland, all well, May 2, off the East End, Bermuda.

Silvercrag, San Francisco to Antwerp 116 days, all well, May 11, 29 N, 41 W.

Southesk, for London, May 27, 47 N, 28 W.

Sepia, April 2, on the Line, 25 W (not as before reported).

Stamboul, British ship, New York to Shanghai, May 7, lat. 32, long. 44.

Sepia, barque, of London, June 2.

Sierra Pedrosa, Rangoon to Hamburg 31 days, May 10, 7 N, 30 W.

Stockbridge, of Liverpool, Gloucester to Moulmein (1 Melbourne), April 17, 1 N, 22 W.

Thurland Castle, British, bound south, all well, 30 S, 46 W.

Thomasina M'Le'an, of Glasgow, Calcutta to London, May 21, 36 N, 45 W.

Vale of Nith, barque, of London, April 22, 47 S, 62 W.

Viktoria, brigantine, bound west May 27, 46 N, 30 W.

Venture, barquentine, of Banff, bound out, June 1, 100 miles W by S of Lundy Island.

Wellington, ship, of Glasgow, steering north, May 3, 1 N, 30 W.

Watchman, of Belfast, both sound, all well, May 13, 16 N, 26 W.

THE care of Garibaldi's tomb is to be entrusted to the pensioners in a hospital for invalided sailors about to be built at Caprea. A large new lighthouse is also to be erected there.

THE Board of Trade have awarded a binocular glass to Mr. P. Dan, master of the German s.s. *Barcelona*, of Hamburg, in recognition of his services in rescuing the crew of the s.s. *Livadia*, of Liverpool, which was wrecked in the Gulf of Lyon on the 11th ult.

VIGILANCE NECESSARY.—A writer in the *London Engineers' Gazette* says: As sea-going engineers it is most desirable that we should be properly impressed with the grave nature of the responsibilities attached to our positions, and fully realize how much the safety of the ship, the lives of crew and passengers, and condition of the machinery depend upon the manner in which we perform our duties. With the high pressure steam now used it is obvious that great attention must be given to the condition and management of our boilers, and it should, therefore, be our greatest care to subject them to careful internal examination as frequently as possible, noting any sign of weakness or corrosion, and getting them protected or strengthened as promptly as possible, keeping them clean, preserving a thin scale over those parts exposed to the direct action of the flame, and using all means in our power to avoid preventable accidents.

DISEASE IN LIVERPOOL.—A Liverpool paper is pleased to see that a body of citizens is attempting to grapple with the social evil in the city, and says that "the time has arrived when steps should be taken to check the spread of disease among seamen and firemen. In a large seaport like Liverpool immoral houses necessarily (perhaps) abound. The least that can be done is to take measures that will ensure that the laws of health shall be complied with. If we are unable to inaugurate the system of compulsory medical examination, such as obtains in Continental seaports, we certainly must have a rigid medical examination of seamen before they are permitted to sign articles. It is painful to see a young man fresh from sea return to his employment with some loathsome disease. We may say that such a man simply reaps what he sows, but the question remains should the persons who propagate these diseases be allowed to ply their calling unless under strict supervision? We think not."

IN THE DOG WATCH.

Among our correspondence this week will be found an interesting letter on the medical maltreatment of seamen, to which subject the Seamen's Union will, we trust, call the attention of the proper authorities. If British Consuls generally were worth their salt, such a state of things would soon be put a stop to.

The series of letters contributed by Dr. Leet, of Bootle, to SEAFARING, is evidently attracting a good deal of attention in the medical profession and among sanitary reformers, and promises to have some important results. Meanwhile the *British Medical Journal* says:—

We learn from an article in the *Medical Record* of New York that Dr. William M. Smith, health officer of the port of New York, has presented a very important report on the want of proper medical supervision in the Atlantic steamships. He gives some striking instances of the dangers caused by the lax manner in which infectious diseases are dealt with. Like most others who have given attention to this subject, he is of opinion that a medical marine service ought to be instituted, and that a surgeon should be discharged from office only as the result of charges made and sustained before a Government board. The present unsatisfactory status of ship surgeons is a subject which demands the attention of the profession in this country, and the work is one in which the British Medical Association through its Parliamentary Bills Committee may bear a part. There is little doubt that the letter of the law is frequently violated, and its spirit still more often. Dr. Leet has published certain instances of infraction, but what is wanted at the present stage are further examples from other sources.

These further instances some of our correspondents can probably supply.

A step in the right direction is just reported. About a hundred officers of the Naval Reserve on the active and honorary lists having subscribed the qualifying sum to the endowment fund of the Corps of Commissionaires to enable seamen of the Reserve to participate in the benefits of that institution—among the benefits being employment ashore. The subscribers have elected Lord Brassey to be the representative of the Royal Naval Reserve.

Mr. Plimsoll is, we hear, greatly delighted that the Load Line Bill has fared no worse in the House of Lords, and that there is a good prospect of its becoming an Act of Parliament during the present Session without such serious mutilation as would render it useless, and rejoice the heart of the baser sort of shipowners. He is now busy on a measure to prevent cattle-loaded ships from carrying too much of that live stock which is so dangerous in bad weather. The authorities in America appear to be on his side in this matter. At the same time, he is not forgetting the subject of the seamen's food. Altogether the seamen may well be proud of so indefatigable a friend of the Union, and of having such a President.

What has become of our old and poetical correspondent Neptune? We last heard of him from a foreign port, when he enclosed some verses for publication. One sheet of them was missing, so they could not be used. If this should meet his eye, he will understand why they did not appear, and that we shall be glad to hear from him.

"Strikes: A concise statement of the Criminal Law relating to Intimidation and Picketing and other offences occurring during disputes between employers and employed, with a short sketch of the law relating to some criminal offences against public order, including the right of public meeting, and the right to compensation under the Riot (Damages) Compensation Act, 1886. By Reginald J. N. Neville, B.A., Cantab, of the Inner Temple and South Eastern Circuit, Barrister-at-law." Such is the full title of a small volume published at one shilling by Messrs. Clowes, 27, Fleet-street, London, which volume would prove very useful to Union officials, especially now that the law is looking so sharply after all their actions, as if eager to trip them up on the slightest pretence.

An American paper says the full list of "record makers" since the days of the old *Savannah* is as follows:—

	Dys	Hrs.	Mn.
1818. <i>Savannah</i> , Savannah to Liverpool	22	0	0
1839. <i>Great Western</i> , Liverpool to New York	18	0	0
1845. <i>Britannia</i> , Liverpool to New York	14	0	0
1851. <i>Persia</i> , Liverpool to New York	9	20	0
1852. <i>Baltic</i> , Liverpool to New York	9	19	0
1867. <i>City of Paris</i> , Queenstown to New York	8	3	1
1869. <i>City of Brussels</i> , New York to Queenstown	7	13	2
1879. <i>Britannia</i> , New York to Queenstown	7	10	53
1879. <i>Arima</i> , Queenstown to New York	7	9	23
1882. <i>Alaska</i> , Queenstown to New York	6	22	10
1883. <i>Oregon</i> , Queenstown to New York	6	10	10
1885. <i>Etruria</i> , Queenstown to New York	6	5	45
1887. <i>Umbria</i> , Queenstown to New York	6	4	42
1888. <i>Etruria</i> , Queenstown to New York	6	1	55
1889. <i>City of Paris</i> , Queenstown to New York	5	23	7
1889. <i>City of Paris</i> , Queenstown to New York	5	19	18

THERE was an old man of Cologne,
Who so lanky and dried-up had grown,
That the dogs in the street
Would run close to his feet—
For they took the old boy for a bogie.

UNLICENSED LIGHTERMEN.—At the Mansion House Police Court, on May 30, John Barker, a waterman, was charged with having acted as a lighterman on the Thames, without a license. On the evening of May 9 the defendant assisted in taking two barges belonging to his master down the river. He had been a licensed lighterman down to the end of last year, but he had not taken out his license when this incident happened. Apart from this, he was qualified. Mr. Francis, his employer, said the defendant got nothing extra for the job. Defendant undertook the duty in question because under Lord Brassey's award, no orders were taken after 9 o'clock. For the defence the recent case of "Skittrel v. Showell" was cited, in which the Queen's Bench Division, quashing a conviction of the West Ham magistrate, decided that a labourer in a shipyard who rowed his fellow-workman to a vessel where they were employed, and received no extra payment for so doing, had not incurred a penalty under the Watermen's Act for plying without a license. Mr. Alderman Phillips held defendant was not acting "for hire or gain," and dismissed the summons. Mr. Francis, the master lighterman, was summoned for allowing two barges to be navigated on the Thames without their being in charge of a licensed lighterman each. The case arose out of the former. The two barges were in charge of Barker and a qualified apprentice named Wood. Mr. Alderman Phillips thought that as Barker was admittedly not a licensed lighterman at the time, a technical offence had been committed, and he fined Mr. Francis 1s. and costs. In the other instance, Wood was a qualified apprentice, and he should dismiss the summons.

AT Sunderland an inquiry instituted by the Board of Trade, into the cause of the loss of the steamer *Ceanthes*, at Souter Point, has been concluded. The Court found the captain in default for not having steered a more northerly course; but, in consideration of his good behaviour, they only cautioned him. The second officer, Thompson, was also found in default, and his certificate was suspended for six months.

LOVELY WOMAN.—At Newport Police Court, Mary Lancaster, described as a street-walker, was charged with persuading a seaman, Alfred Gavey, to refuse to go to sea in the ship *Dragoman*. Gavey had signed to go in the *Dragoman* on a voyage to Rangoon. At the Pier Head defendant interfered, and said he should not go in the ship. They both went away in a cab, and were found some days afterwards together. Gavey afterwards signed in the *Kistna*, but when he went to join her defendant tried to persuade him not to go, but eventually left him alone after being warned that she would be locked up. Defendant said she was in drink at the time. Fined 40s. or a month.

SEAMEN'S WAGES.—Some time ago a test action was raised in the Glasgow Sheriff Court by Edward Butler, for himself and others, seamen on board the *City of Agra* (s.), against the owners, George Smith & Sons. From the proof it appeared that, after leaving Glasgow on her voyage to India, the *Agra* called at Birkenhead for additional cargo, and that one evening while there the crew were directed by the chief officer to unmoor the vessel and shift her to another part of the harbour. This the crew declined to do, on the ground that, it being after 6 p.m., they were entitled to a "tide's work," amounting to 3s. or 4s. per man. The chief officer declined to pay this, as the crew were on signed articles, and the voyage had commenced at Glasgow, but offered them *ex gratia* 6d. an hour overtime, an allowance provided by the articles only where the crew were required to work cargo after 6 p.m. The men having refused this and struck work, were "logged" by the captain and fined one day's pay each, which fine was, with the sanction of the shipping master at the port of discharge, retained from their wages. The action was brought by Butler, at the instance of the Seamen's and Firemen's Union, to recover the fine, but Sheriff Guthrie held that the men had disobeyed lawful orders when on signed articles, and that without saying whether or not they were entitled to overtime, it was unreasonable to suppose that they were entitled to stop work when the courts of law were available for the settlement of such disputes. He accordingly held that the forfeiture of a day's wages was justifiable, and absolved the defendants.

DRINK.—At Liverpool, on May 30, an inquiry was held into charges against Charles Davies, master, and Alexander Napier, mate, of the Liverpool vessel *Kirkdale*, of drunkenness during a voyage from Cardiff to Iquique. Mr. Paxton stated that the owners had put on board the vessel a considerable quantity of liquor—sufficient for a twelve-month's voyage. There was one cask of rum containing about 26 gallons, one case of brandy, one of Scotch whisky, one of port wine, two of sherry, two of champagne, one of gin, and a good deal of ale and stout. The champagne and the gin, he understood, were not put on by the owners. The case against the master was practically that on the outward voyage he drank all the spirit and wine (with the exception of the rum) that was on board. The case against the mate was by no means so serious. At Iquique it was said that the mate was several times the worse for drink, but the evidence of that was not so clear. Several witnesses were called to bear out the allegations, but in cross-examination stated that captain was ill when he was not on deck. The mate, in accounting for the disappearance of the liquor before the homeward voyage, stated the captain had a number of friends in Iquique, and they were often entertained on board. During the cold weather off Cape Horn the sailors were supplied with spirits on a number of occasions. Besides that they lost 10 gallons of rum through the spigot falling out of the barrel. Captain Davies said that he never saw the mate the worse for drink. Witness had been 36 years at sea, and during the whole of that period had never had any charge preferred against him. The ship was some 50 days getting round Cape Horn, and that far south it became necessary to serve out rum at a time when the cold was so severe and the weather so heavy. The chairman of the Local Marine Board announced that the Board found the charge against the master proved. This was peculiarly painful, as Captain Davies held so high a character, and they took this circumstance into account in suspending the master's certificate for three months. In the opinion of the Board there was no case against the mate. The Board agreed to recommend the Board of Trade to grant a mate's certificate to Davies during the period of suspension.

GOT CERTIFICATES

As Masters or Mates, during week ended 31st May, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Falck, John C. F.	O O	London
Albanby, Thos. Wm.	O C	London
Hall, Percy R.	O C	London
Millchapp, Wm. Hy.	O C	London
Wiggins, Francis T.	1 M S S	London
Burwell-Holmes, Wm.	1 M	London
Vigors, Davis W.	1 M	London
Voysey, Geo. Albert	1 M	London
Jeken, Fredk. Jas.	1 M	London
May, Alfd. Jno.	2 M	London
Chambers, Francis Wm.	2 M	London
Dixon, Thos. F.	2 M	London
Cox, Francis Wm.	2 M	London
Jones, Richd.	2 M	London
Wetherall, Harold de C.	2 M	London
Smith, Arthur Geo.	1 M	London
Bell, Chas.	O C	Liverpool
Peck, Fredk. Geo.	O C	Liverpool
Nicholson, Wm. Richd.	Ex C	Liverpool
Wilson, Jn.	1 M	Liverpool
Bright, Geo. Thos.	1 M	Liverpool
Powell, Fredk. Jas.	2 M	Liverpool
Irvine, Wm.	2 M	Liverpool
Casson, A. fil.	2 M	Liverpool
Crocker, Robt. Jno.	2 M	Liverpool
Ellis, Wm.	2 M	Liverpool
Footman, Fredk.	2 M	Liverpool
Melhorn, Geo. Wilson	2 M	Liverpool
Ritch, Wm.	2 M	Liverpool
Jones, Evan	2 M	Liverpool
Howes, Chas. Herbert	2 M	Liverpool
Frew, Thos.	2 M	Glasgow
Spencer, Francis	2 M	Glasgow
Macdonald, Jno.	2 M	Glasgow
Buchanan, Thos.	2 M	Glasgow
Howie, Jno. M.	2 M	Glasgow
Anderson, Walter B.	2 M	Glasgow
McGilveray, Jno.	O C	Glasgow
Smith, Harry	O C	Glasgow
McMillan, Daniel	O C	Glasgow
Hall, Wm	2 M	Greenock
Davidson, Jas.	2 M	Greenock
Andrew, Alex.	2 M	Greenock
Milloy, Hugh	2 M	Greenock
Campbell, Jno.	2 M	Greenock
Laurie, Wm.	2 M	Greenock
Whitton, Jno. Barry	1 M	Greenock
Smith, Jns.	O M	Aberdeen
Gifford, Arthur G.	Ex C	Aberdeen
Mulhall, Robt.	2 M	Plymouth
Newman, Chas.	1 M	Plymouth
Gibb, Alfd. S.	1 M	Plymouth
Martyn, Harry	O C	Plymouth
Bidwell, Richd.	1 M	Plymouth
Bignell, Geo. E.	1 M	Plymouth
Good, Robt. Wm.	O M S S	Newport
Askley, Jno. W.	O C	Newport
Andersen, Jacob	O C	Newport
Griffiths, David Geo.	O C	Newport
Williams, David R.	1 M	Newport
Morris, Thos. R.	1 M	Newport
Sowerby, Jno.	1 M S S	Sunderland
Ramsay, Thos. Geo.	O C	Sunderland
Potts, Jno. Geo.	O C	Sunderland
Jackling, Jno. Wm.	2 M	Sunderland
Aikman, Alex. C.	2 M	Sunderland
Harvill, E. F. J.	1 M	Belfast
McDowell, Wm.	O C	Belfast
Pegib, Patk.	O C	Belfast
Moore, Jas. R.	2 M	Belfast
Williams, Evan	1 M	Swansea
Lowson, David	1 M	Leith
Carrie, John Glen	2 M	Leith
Peel, Robt. Edwd.	2 M	Hull
Wright, Wm. Henry	2 M	Hull
Taylor, Joseph	2 M	Hull
Wills, Claude O.	2 M	Hull
Cochran, Jas. Snell	1 M	Hull

HOME TRADE.

Do. d. Saml.	Mate	Glasgow
Christie, John	Master	Belfast
Wicks, Richd.	Master	Hull

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Turner, Wm. Francis	1	London
Chapp, Jno. H.	1	London
Warren, Geo.	1	London

Name.	Class.	Port of Examination.
Strathern, Jno.	1	London
Lee, Ernest A.	1	London
Young, Jno. McD.	2	London
Topping, Jno. Geo.	2	London
Stark, Jno. Michael	1	London
Moohan, Henry Thos.	2	London
Weldon, H. R.	1	Liverpool
Hutchinson, Wm. E.	1	Liverpool
McKendrick, Joseph	1	Liverpool
McGregor, Duncan	1	Liverpool
Sherwin, Alfd. Wm.	1	Liverpool
Franks, Jno. Wilson	2	Liverpool
Baker, Thos. S.	2	Liverpool
Majr, Saml. A.	2	Liverpool
Cleator, Chas. K.	2	Liverpool
Daniel, F. G.	1	Cardiff
Gregory, Wm.	2	Sunderland
Billam, Jno. R.	2	Sunderland
Anderson, Jas.	2	Sunderland
Almond, Alfd. N.	1	Sunderland
Cory, Sydney	1	Sunderland
Pain, Edwd. A.	1	Sunderland
Dove, Richd.	1	Sunderland
Wheatley, Geo. P.	2	North Shields
Swinn, Harry	2	North Shields
Kubura, Adam	1	North Shields
Gifford, Robt.	1	North Shields
Barrasford, Thos.	1	North Shields
Cockburn, Thos.	2	North Shields
Barron, Geo. B.	2	Hull
Step, H. F. J.	1	Falmouth

It is stated that the old established shipbuilding firm of Messrs. A. Hall and Co., of Aberdeen, are in difficulties.

THE Dundee whaler *Esquimaux* has been chartered by Mr. B. Leigh Smith, for an exploring and commercial expedition to the North of Siberia. Captain Gray, of Dundee, is likely to command.

THE 750 labourers employed at Garston Dock by the London and North Western Railway Company have written to the directors for an increase of wages to the extent of 40 per cent. and other concessions.

CAPT. GEO. T. LUCCOCK, secretary of the Shipmasters' and Officers' Union, 33, Market-place, South Shields, begs to acknowledge with thanks the receipt of 13s. from the captain, officers, and crew of the s.s. *Glen Gelder*, of Aberdeen; subscriptions gathered by Mr. Herbert Carter, chief officer s.s. *Glen Gelder*, for the widow of the late J. B. Mitchell, who lost his life in the s.s. *Julia Wiener*. This Union has now realised for this widow £19 15s. 10d.

At Cork on May 29 the hearing of summonses for disobedience of orders and conspiracy against 12 seamen of the steamer *Upupa*, belonging to the Cork Steam Packet Company, was resumed. The ship was about to proceed to Bristol on the 19th May, when the defendants, it was alleged, refused to work on the ground that a seaman had been dismissed that morning, and no one taken in his place. The defendants admitted having done wrong, and were ordered to come up for judgment when called upon.

A MEDICAL STOWAWAY.—Reginald St. Cedd, a medical student, was charged at Southampton with being a stowaway on the steamer *Tartar* from Cape Town, and was fined 20s., with fifteen guineas fare, or in default fourteen days. The defendant stated that he had passed all Guy's examinations but the final. He was ordered a sea voyage and went to Cape Town. Failing to get surgical employment there he acted as nurse, and was seized with fever. All his money being swallowed up, and getting no answer from his family at Denmark-hill, and being unable to work his passage home, he stowed himself away on the *Tartar*. He went to prison.

PRIVATIONS AT SEA.—The ship *Cambrian Prince*, of Liverpool, at Queenstown, South Australia, reports that on the 19th ult., in lat. 36 N., long. 46 W., she spoke the Norwegian schooner *Theta*, 108 days out on a voyage from Rosario to Liverpool, having distress signals flying. The mate of the *Theta* boarded the *Cambrian Prince* and stated that the crew were almost famishing, having lived for several days on raw Indian corn, which was the only food on board the ship. For a couple of weeks previously they had lived on a few biscuits and water, and were finally compelled to have recourse to the maize, of which the cargo consisted. They were also without fuel of any description. Captain Wilson, of the *Cambrian Prince*, supplied the almost starving crew with a couple of bags of biscuits, some meat and a quantity of coal.

ANOTHER of the Missions to Seamen chaplains has obtained advancement, the Rev. G. A. Sowter, M.A., chaplain to the shipping in Bristol Harbour, having been appointed vicar of St. Silas' Parish, Bristol, after two years' service afloat.

CAPTAIN STUART, late commander of the British India steamship *Dacca*, and forty-five of the officers and crew of that vessel, which was recently lost on the *Daedalus Reef* in the Red Sea, have arrived at Plymouth. The *Dacca* was manned entirely by a British crew, all of whom exerted themselves most energetically in rescuing the passengers, their conduct contrasting strongly with that of the miserable coolies on board the *Quetta*, who behaved so badly. Fortunately few difficulties were experienced in landing in the case of the *Dacca*, which was accomplished without any of the crew or passengers having to swim. This was all the more fortunate as the shallow water between the ship and the shore was found to be crowded with sharks.

THE QUARTERMASTER AND THE WHISKY.—At Stratford Police Court Thomas Corkhill, 36, a quartermaster on the steamship *Massilia*, lying at the Royal Albert Docks, was charged with being in the unlawful possession of a bottle of whisky and an empty bottle. The evidence went to show that prisoner was deputed to watch the discharge of the cargo of the vessel, and particularly some cases of Irish whisky. He, however, left the vessel, and soon afterwards a stevedore discovered that a case of whisky had been broken open, and that four bottles had been extracted. A full bottle and the empty was found in the prisoner's locker. On his return to the vessel he was given into custody. He now said that a man in the hold gave him the bottles. He was fined 40s., and the cost 11s., with the alternative of one month's imprisonment with hard labour.

SEAMEN FINED.—At Newport Police Court on May 28, Frank Brown, Charles Kair, and James Archer, sailors, were charged under the Merchant Shipping Act with unlawfully disobeying the commands of Captain Hay, of the Liverpool ship *Vicous*, whilst on a voyage from Hamburg to Newport. Mr. R. P. Williams appeared to prosecute for the Board of Trade. The defendants shipped at Hamburg at £3 per month on May 14, to be on board May 16. Whilst on the voyage they refused to do anything on board the ship except what was actually necessary to sail the vessel. They contended that they were only runners, and they refused to wash decks, clean paint work, &c., at the direction of the master. Brown after a few days complied with the commands of the master, but the two others still refused. Mr. Williams contended that they were not runners, but had been shipped in the usual way as sailors. The Mayor said even if they were only runners they were bound to obey the lawful commands of the captain. Brown was fined 10s. 6d., or 14 days; the other two 21s., or 28 days.

SIGNALLING.—At the Royal United Service Institute, London, on May 30, Admiral Colomb presiding, Lieutenant Crutchley, R.N.R., lectured upon the subject of a "System of Signalling between Men-of-War and Merchant Vessels," with reference to a combined method for adaptation in the British services. The paper stated that signalling at sea should be on such lines that the Royal Navy should be able to obtain information from merchant vessels. He advocated the application of a combined system to such vessels as those of the P. and O. Company or the Union Company, or Castle Company lines, and he gave his advocacy to the adoption of the Morse system. He presented model apparatus for night and day signalling, saying that by this means it would be possible for our cruisers to tap the mail route with certainty and enable our mail steamers to act in obtaining and diffusing important information to the Royal Navy. He made suggestions by which the combinations should be different at varying periods, in order that information should not be given to the enemy; and he urged that the scheme, so far as the mercantile marine was concerned, should be worked through the Royal Navy Reserve. Admiral Sir Erasmus Ommanney, Admiral Bowden Smith, Lieutenant Caborne, R.N.R., and Admiral Sir George Willes joined in the discussion. The Chairman, in answer to questions, said that the plan proposed by Lieutenant Crutchley was the new application of an old system of signalling at sea, and then proceeded to say that it was agreed on all hands that the time had come when the end proposed by the lecturer should be carried out. Admiral Colomb said the system of signalling to be brought into the mercantile marine should be of the simplest character, carrying out the flashing system, in which, too, could be embodied a private signalling, by means of paroles and counter-signs giving a communication not to be understood by the enemy.

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- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie.
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARBROSSAN.**—W. Galbraith, 50, Princes-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
- BLYTH.**—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—William Adamson, Pierhead. Office hours, 9 a.m. to 6 p.m.
- BOSTON.**—
- BRISTOL.**—T. J. Dancy, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Tristram, 114, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.
- BURNISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
- CALCUTTA.**—70, Bentinck-street.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.
- CORK.**—Michael Austin, 6, Patrick-street.
- DUBLIN.**—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.
- DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.
- DUNDEE.**—C. W. Miller, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.
- DOVER.**—Albert Martin, 33, Bartholomew-street, Charlton, secretary. Meeting, 13, Commercial-quay.
- FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.
- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.
- GOOLE.**—W. R. Chappell, Bank-buildings, sec., R. W. E. Whitehead, Esq., Bowlalley-lane, Hull solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.

- GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-street, Gorleston, every alternate Monday.
- GREENOCK.**—E. Donnelly, 16, East India Breast.
- GRANGEMOUTH.**—Chas. C. Byrne, Masonic Hall, Grange-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., in Public Institute.
- HULL.**—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, at 7.30.
- KING'S LYNN.**—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.
- LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.
- LIVERPOOL (South End).**—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL.**—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 3, Mint-pavement.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E. Meeting, Thursday evening, at Wade's Arms, P. plan. Telephone No. 5213.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 20, Forsyth-street.
- LONDONDEERY.**—A. O'Hea, 27, William-street.
- LOWESTOFT.**—
- MARYPORT.**—J. Smith, Elliott-yard, Senhouse street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.
- METHIL.**—Wm. Walker, High-street.
- MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; T. Watson Brown, Esq., B.A., LL.B., 57, Villiers-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.
- NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellia-on-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
- NEWRY.**—D. Lennon, agent, Dublin-road.
- PORT GLASGOW.**—E. Donnelly, 16, East India Breast, Greenock.
- PENARTH.**—J. Harrison, 4, Station-terrace, Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
- PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec.
- PLYMOUTH.**—D. J. Evans, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.
- SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

- SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.
- SHIELDS (North).**—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON.**—Chivers, High-street Chambers, 80, High-street, secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.
- STOCKTON-ON-TEES.**—Jas. Skerratt, 13, Wharf-street, secretary. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- SUNDERLAND.**—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.
- SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st. Meeting, Friday evening, at 7 p.m., at office.
- WHITSTABLE.**—J. Donovan, Ludgate Hill.
- WHITEHAVEN.**—John Smith, Maryport.
- WORKINGTON.**—
- WALSSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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Captains, Officers & Seamen Visiting Newport

Will find all their requirements at:—

"LIVERPOOL HOUSE,"
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This is one of the Largest, Cheapest, and most Complete Outfitting Establishments in the United Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved of exchanged or money returned. We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

NOTE ADDRESSES

THE LIVERPOOL HOUSE,
96 & 97, COMMERCIAL ROAD, NEWPORT

W.B.—Wholesale Department for Ship Chand. Price List on application.

SAFE ANCHORAGE. WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 100, Queen-street.
CARDIFF.—Seamen's Institute, West Bute-street.
HULL.—Mr. J. Ward, 17, Osborne-street.
LIVERPOOL.—Union Home, 26, Union-street.
LONDON.—Mrs. C. Marrington, 76A, Minories (for officers).
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.
SUNDERLAND.—Wilson's Temperance Hotel, 174, High-street East.

MANIFESTO!

*Hull Seamen's & Marine Firemen's
AMALGAMATED ASSOCIATION.*

AND THE

*NATIONAL AMALGAMATED
Sailors' & Firemen's Union
OF GREAT BRITAIN AND IRELAND.*

HULL BRANCH

WE, the Members of the above Organisations, do hereby Notify to our Brother Seamen, who are unorganised, and sailing out of the Port of Hull, that on and after the 1st of June, 1890, that individually and collectively we do refuse under any circumstances whatever to sail with any Non-Unionist Sailors, Firemen, Stewards, Cooks, Carpenters, and Sailmakers, and we hereby inform all Non-Unionist-Seafarers, frequenting the Port of Hull, that a working agreement has been duly drawn up, signed, and attested, between the two aforesaid Societies; and we furthermore warn all Non-Unionists who persist in Scabbing, that the support of all the Branches of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, and the Federated North of England Seamen's and Firemen's Association in the United Kingdom, the International Seamen's and Firemen's Union of America, the Australian, New Zealand, the Lake Seamen's Union of America, the Pacific Coast Seamen's Union, as well as the Continental Unions of Hamburg, Antwerp, Rotterdam, and Copenhagen, will be brought to bear upon those, no matter in whatsoever part of the world they may be sailing in, as well as upon those who do not dare to assert their just right to the fair share of the profits of their labour.

We would call upon our Brothers' attention the facts, that we do not ask for more than justice, neither do we ask them to commit any wrong. That we are organised to defend and protect, not to destroy, and would remind them that he that would be free must himself strike the first blow.

J. B. BUTCHER,
Sec., H. S. & M. F. A. A.

JAMES HILL,
Sec., N. A. S. & F. U.

Hull, May 30, 1890.

ESTABLISHED 1856.

SAMUEL & CO.,
140, BUTE ROAD, CARDIFF,

AND AT

STATION ROAD, BARRY DOCK
(Between Andrew's Coffee House & Dock Station).

TAILORS, OUTFITTERS, & BOOT MAKERS.

THE NOTED STORES FOR FAIR TRADING.

New and Second-hand Sextants, Quadrants, and Marine Glasses always in Stock.

ADVANCE NOTES CASHED FOR 1s. IN THE POUND.

N.B.—Special terms have been arranged for all Members of the Seamen's Union.

TOWER HILL BRANCH.

NOTICE TO MEMBERS.

The above Branch is to be removed to more commodious premises immediately over Lockhart's Cocoa Rooms, on Tower Hill, where members will find every convenience for reading the news or writing letters while waiting for their ships to sign or pay off.

All communications after Monday, June 9, to be addressed to "1, King-street, Tower Hill."

J. WILDGOOSE,
Secretary.

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION OF GREAT BRITAIN AND IRELAND.

IMPORTANT NOTICE TO MEMBERS.

Contributions will in future be received from Members of the above Union, at

3, MINT PAVEMENT, TOWER HILL.

Any Contributions paid at 23, KING STREET, on and after January 31st, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

All Members of the Tower Hill Branch are invited to attend the Meetings of the Green's Home Branch, until further notice.

Signed on behalf of the Executive Committee,
J. H. WILSON,
General Secretary.

EVENING CLASS.

Instruction in Navigation & Pitman's Shorthand.

BY WEEK OR QUARTER.

CAPTAIN WM. TOSH,
34, BERNARD STREET, LEITH.

FEES MODERATE.

THE BEST HOUSE FOR
SAILORS' & FIREMEN'S BOOTS & SHOES
IS
S. VINICOMBE'S,
11 & 23, VICTORIA DOCK RD., E.
ESTABLISHED 1867.

GRAYS BRANCH BANNER FUND.

A DRAW

Will take place on MONDAY, AUGUST 11, 1890, in aid of the above Fund.

PRIZES:

1st—Ten Pound Bank of England Note.
2nd—Silver Lever Watch.
3rd—Washing and Wringing Machine.
And other Prizes.

TICKETS 3d. EACH,

Can be obtained from any Branch Secretary, or direct from 18, Charles-street, Grays. The Prizes are guaranteed by the Committee, and will be drawn for at a Public Meeting. The winning numbers will be published in SEAFARING of August 16, 1890.

PHILLIP JOHNSTON,
Hon. Secretary.

BLYTH BRANCH.

Will R. A. BLASTROM, No. 7, Blyth Branch, communicate with the Secretary immediately. Important.

JAS. HEATLEY, Sec.
9, Market-st., Blyth.

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny. Will be sent to any part of the United Kingdom post free, at the following rates of subscription:—
 Twelve Months ... 6s. 6d.
 Six Months ... 3s. 3d.
 Three Months ... 1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union.

All subscriptions must be paid in advance.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36—40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

"SEAFARING" ADVERTISEMENT SCALE.

ORDINARY POSITIONS.

NUMBER OF INSERTIONS.

	1	13	25	52
s. d.	s. d.	s. d.	s. d.	s. d.
Column.....	16 0	9 2 0	15 12 0	26 0 0
Half Column..	9 6	5 10 6	9 15 0	16 8 0
Three Inches..	6 0	3 8 3	6 3 6	10 8 0
Two Inches....	4 6	2 12 0	4 11 0	7 16 0
One Inch.....	2 6	1 9 3	2 6 0	3 18 0

FACING EDITORIAL MATTER.

	19 0	10 14 6	19 3 6	31 4 0
Column.....	19 0	10 14 6	19 3 6	31 4 0
Half Column..	10 6	6 3 6	11 1 0	19 10 0
Three Inches..	6 6	3 18 0	7 3 0	11 14 0
Two Inches....	5 0	2 18 6	5 4 0	9 2 0
One Inch.....	3 0	1 14 8	2 18 6	4 11 0

Quotations given for special advertisements. Five per cent. discount off above prices allowed when accounts are paid monthly; liberal discount for cash with order.

Owing to the increasing circulation of SEAFARING, the above prices will be raised 15 per cent. on and after June 28, 1890.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding Houses (see page 15).

NOTICE

TO BRANCH SECRETARIES.

As the carriage of all parcels of SEAFARING is paid in advance, Secretaries are requested to IMMEDIATELY communicate with the Publisher when asked to pay carriage, and to forward receipts for any carriage they may pay, in order that this matter may be investigated.

Seafaring.

SATURDAY, JUNE 7, 1890.

CLASPING HANDS.

At last! After nearly two years pegging away at the folly of Seamen's Societies holding aloof and regarding each other as enemies, we have the satisfaction of seeing the two principal local organisations clasp hands with the National Union. A fortnight ago we had occasion to congratulate seamen on the fact that the Sunderland Society had come to terms with the National Union, and now we have the further pleasure of remarking that the Hull Local Society has also joined hands with the Union, and resolved to fight side by side with it in the great battle for seamen's rights. These agreements do not simply mean that the

Sunderland and the Hull Societies will now act in unison with the National organisation. They mean much more than that. They mean that the Hull and Sunderland Societies will henceforth be working in unison with the International Seamen's Union of America, the American Lake, the Pacific Coast, the Australian, New Zealand, the Antwerp, Hamburg, Copenhagen, and Rotterdam Unions, therefore but little reflection is needed to perceive that the Sunderland and Hull Societies will gain greatly by the wise step which they have taken. The National Union will, of course, gain also. The agreement with the local Societies puts an end to the miserable waste of time, strength and money involved in the old strife which the seamen's enemies did so much to foment, while all seamen's friends deplored it. Now that an agreement has been reached, all the old differences between these bodies must be sunk and forgotten. Nothing but irritation can come of raking up old quarrels. "Sink our differences, and combine for the good of the seamen," should be their rule. Marvels have already been accomplished for the seamen by the National Union, young as it yet is, and heavily handicapped as it has been by formidable foes and internal strife among seamen themselves. Now that strife is practically over, or confined merely to a few expelled officials, and the Union has gained so much in strength, there can be no doubt that the near future will witness still greater triumphs for combination, in the shape of vast improvements in the condition of seafaring men. The presence of the general secretary, Mr. Wilson, in London during the present week at the inquiry into the loss of the *Erin*, reminds us of a few of the steps the seamen have already made. Two years ago the idea of seamen sitting on Local Marine Boards was laughed to scorn, and a seaman who claimed to be present at a Board of Trade Inquiry into the loss of a ship would have had as much attention paid to his claim as if he had invited himself to dine with the Queen. But combination has changed all that. The Board of Trade, seeing that the seamen are alive to their rights, and banded together to maintain them, has conceded these claims, and now there are already seamen sitting on the Local Marine Boards as members, while Mr. Wilson takes his place at Board of Trade Inquiries whenever the interests of seamen require his presence. Moreover, the Load Line Bill has practically passed both Houses of Parliament - a circumstance as much due to the volume of public opinion evoked in its favour by the Union, as to the sleepless vigilance and unflagging zeal of Mr. J. J. Himsoll. Thanks to the Union, the wages of seamen have been largely increased, shipwrecked men have been helped, wronged men have been righted, grievances have been exposed, popular sympathy has been enlisted on the seamen's side, the representation of seamen by seamen in Parliament has come within the range of practical politics, and protection from robbers and poisonous food is near at hand. To the energy and organising skill displayed by Mr. Wilson, and the able assistance of other devoted officials of the Union, all this is, of course, largely due. Their efforts would, however, have proved vain but for the seamen themselves. Had not the seamen been worth saving, they could not have been saved. It was because the seamen were not only eager to find a remedy for their wrongs, and ripe for combination, but

capable of present self-sacrifice for the sake of future relief, that the founders of the Union were able to found it. The Union is, therefore, as much a monument to the seamen themselves as to the founders, whose labours merit so much commendation.

NAUTICAL NEWS.

THE trawl smack *Young Herbert*, belonging to Grimsby, has arrived there, and the master reports the loss of two boys, who were both drowned at sea.

SHIP's papers, belonging to the *Richard and Francis*, of Goolie, Wheelock, master, have just been picked up.

THE Corporation of the Trinity House give notice that a buoy has been placed to mark a wreck near the Dudgeon Lightvessel.

WHILE the Bombay trader *Abana* was proceeding from the Tyne the boatwain, named C. Kuistens, a native of South Shields, fell overboard and was drowned.

THE steamer *Abergeldie*, of Aberdeen, has arrived in the Tyne from Hamburg, and reports that while lying there one of the trimmers, named Conolly, of Liverpool, was drowned.

THE Fishmongers' Company have made another large seizure of Norway kippered herrings, having condemned no less than 1,400 boxes which arrived by the steamship *Polo*.

AT Aberdeen the masters of five steam trawlers were convicted of trawling within prohibited waters, and fines varying from £3 to £15 were imposed, with alternative terms of imprisonment.

JAPAN can now officer and man her warships. From Yokohama nearly 200 Japanese naval officers and men have just reached England to take charge of the Japanese gunboat recently built on the Clyde.

AT the conclusion of the last outward passage of the Dominion steamer *Vancouver*, Captain Lindall and his officers were presented by the passengers with an address of thanks for their attention.

THE Trinity steamer *Argus* has on two recent occasions been despatched in search of floating wrecks about 60 or 70 miles of the N.E. coast which have been reported as dangerous to navigation. No other wreckage could be found, notwithstanding a prolonged and careful search.

AT Middlebrough Police Court on May 28, William Wright, donkeyman on board the steamer *Beau*, pleaded guilty to smuggling 40 lbs. of tobacco, 2 lbs. 7 ounces of cigars, and three gills of perfumed spirits. Fined double duty, costs, and value, in all £36 6s. 8d., or in default three months' hard labour.

CHARLES AUGUSTE LEMAIRE, master of the French lugger *Charite*, of Gravelines, pleaded guilty at Aberdeen to having smuggled 41 lbs. of foreign manufactured tobacco, and one and 48-hundredths proof gallon of brandy, with intent to defraud her Majesty's duties. Fined £7 9s. 1d., with the alternative of two months' imprisonment.

THE Atlantic pilot chart for June indicates that the prudent course for vessels proceeding eastwardly is to cross longitude 47 degrees at latitude 40 degrees north. The westerly course is to cross the same longitude at latitude 30 degrees. These routes are considerably south of the usual lines, because of the quantity of ice floating about.

THE large sailing ship *Mane King*, of Liverpool, has arrived in Australia from Shields. During the voyage Hugh Williams, seaman, while engaged aloft, fell from the mainmast on to the deck and was killed instantly. The deceased belonged to Holyhead. During the same voyage another of the crew, named John Owens, a native of Portmadoc, died suddenly and was buried at sea.

ON the arrival of the New Zealand Shipping Company's steamer *Ruapehu* at Plymouth, to embark outward New Zealand mails, Captain Findlay reported that at half-past six o'clock on Friday morning, when the ship was off Hastings, a lamp trimmer, named Hogan, threw himself overboard from the fore-castle head. Lifebuoys were thrown, the engines reversed, and a boat promptly lowered, but by that time Hogan had disappeared. A sailor, named Mackenzie, who was engaged in getting out the boat, was seized with a fit, fell into the sea, and was seen no more.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

At the usual weekly meetings of the Green's Home and Hildal Basin Branches, after the transaction of the ordinary routine business, a discussion took place on various subjects of interest to Union men, but the detailed reports have not at present reached us. From all we can hear, it appears that it would be well for the general secretary to attend a meeting of both these Branches at an early date, in order that he might be heard upon several subjects. The general secretary has been in London for two days this week attending the inquiry into the loss of the *Erin*, and left on Wednesday for Sunderland. The report that Mr. Clark, late secretary of the Green's Home Branch, had been appointed to the Bristol Branch is contradicted, and as will be seen from our Union Directory, another appointment has been made. The Deptford Branch, we regret to say, has not yet proved such a success as may be expected, but steps are being taken to arouse increased interest in the Union in that locality. An intimation has, we are informed, been applied for to restrain the Rebel Branch, as it is commonly called, 23, King-street, Tower-hill, from receiving contributions and entrance fees on behalf of the Union. Meanwhile, Mr. Wildgoose, the recognised secretary of the Tower Hill Branch, at 3, Mint pavement, is, we hear, doing good work, in spite of the obstacles with which he has to contend. As will be seen by a notice on page 9, Mr. Wildgoose's office will be moved to more commodious premises over Lockhart's Cocoa Rooms, on Monday next. The Tug-boat Branch is also, we are informed, making very satisfactory progress, though it is not thought desirable to publish detailed reports of its meetings at present, in consequence of members being attacked and boycotted by the owners. The benefit for Mr. Ryah, which was lately held at the Queen's Music Hall, Poplar, did not, we hear, prove so great a success as was expected. Mr. Walsh, the district secretary, has been visiting Lowestoft during the week to open a new Branch there.

LIVERPOOL DISTRICT.

At the general meeting of the South End Branch, June 2, Mr. A. J. Gander, in the chair, Mr. G. Wilson in the vice-chair, the minutes were adopted, and a letter was read which had been received from the s.s. *Stentor* at Peterhead, written by a member of this Branch named J. Rogers, drawing attention to the last week's report in *Seafaring* of the Peterhead Branch, where it stated that the steward of the s.s. *Stentor* assumed to be a Union man, but it was discovered there that he was not, and that he had to join before the crew would sail out of the port with him. Mr. Rogers states that the report is entirely misleading, as it was the engineer's boy, and not the steward, and it was himself who discovered that the boy was not in the Union, and that it was his intention on arrival in Liverpool to see if he could not be enrolled as a member, under circumstances which would be sufficient to meet the necessity of the case, as he is only a boy, and had been only a few months at sea. After the meeting had considered the letter, the general feeling was that the crew of the s.s. *Stentor* were most loyal to the principles of the Union, and that no blame was attached to any of the crew for sailing with the engineer's boy under the circumstances. On behalf of the steward, Mr. C. Gillon, it is stated that he is a very staunch member of the Union, and the principle of Unionism which pervades the s.s. *Stentor* is greatly due to his exertions. The boy's name is Kelly, and he belongs to Birkenhead, while the steward is a member of the Middlesbrough Branch, and well paid up to date. The financial statement was read by the secretary, and on the motion of Mr. E. Jones, seconded by Mr. J. Bates, was passed. The re-election of officers for the ensuing six months was next introduced by the secretary, who stated that it was necessary to keep the nominations open for the last four general meetings before the expiration of the term, so as to give every member a full opportunity of tendering his vote as he might think in the interest of the Branch. He also stated that if they thought it desirable to have a change in the district secretary, they would be perfectly justified in nominating and electing a man of their choice, and forwarding such election to the general secretary, to bring before the Executive Committee. He also stated that the chairman, vice-chairman, and the committee were open for re-election, also the two delegates and the

auditors. Mr. S. Andrew then moved, that all officials connected with the Branch be re-elected, also the committee, delegates and auditors, chairman and vice-chairman; seconded by Mr. S. G. Brown, supported by Mr. Lewandowski, and carried unanimously. The secretary then pointed out the necessity of having direct representation on all local boards, and also in Parliament, and stated that a misunderstanding existed between the members of our Union and the members of the Dockers' Union regarding the steps we took during their recent struggle, and that a resolution had been passed by the Bootle Branch that a public meeting be called for the purpose of clearing away such misunderstanding, and that the Dockers and their leaders be invited to attend. Mr. J. O'Keefe moved, that this Branch co-operate with the Bootle Branch in calling a public meeting for the purpose referred to; seconded by Mr. T. Richards, supported by Mr. R. McNeale, and carried. The delegates then gave in their reports, which were duly considered. A member named W. Sallery, who has been sailing in the s.s. *City of New York*, was dealt with, he having been caught robbing passengers on the voyage, and several other complaints being lodged against him. It was moved by Mr. S. Andrews that he be expelled from the Union, and that all secretaries be notified through SEAFARING; seconded by Mr. J. O'Keefe, supported by Mr. R. Williams, and carried. Moved by Mr. S. Andrews, that any members not attending the general meeting shall be fined the sum of 6d.; seconded by Mr. S. G. Brown, and carried. An appeal was next brought before the meeting by J. Murray, No. 816, who got hurt five weeks ago in the s.s. *City of Chicago*, and has been laid up ever since and reduced to straitened circumstances. It was moved by Mr. T. Richards that the hat go round, and that a box be open for a week to receive what the members feel disposed to contribute; seconded by Mr. F. Bates, and carried; 3s. 9d. being then collected and handed to Mr. Murray, the meeting adjourned.

At the weekly meeting of the Bootle Branch, Mr. O'Hare in the chair, Mr. Murphy in the vice-chair, the minutes, correspondence, and financial statement being passed, the election of officers was then proceeded with, to be carried on for four consecutive meetings, in order to give every man a chance to vote for or nominate any other member whom he thinks fit. Mr. Chas. Ham moved a resolution to the effect that the officials of the Branch and the district secretary remain in office for the ensuing half-year, as he did not think that they could be improved upon, and as they had carried on their duties for the past half-year in a very competent way. This was seconded by Mr. Hugh Taylor, and on being put to the meeting, received 22 votes in favour. In relation to the two men, James Wilson and John Feeley, who are employed on the electric engines on the s.s. *Gallia*, and who applied to the secretary, through the ship's delegate, for a reduction of the fine placed upon them for going to sea during the late strike, on the grounds that they had £9 per month each. Mr. McKevitt moved that the fine remain as it is, and no reduction be made for any man, and if they had £9 per month they were better able to pay £3 fine than the poor firemen who had to work harder for £5 per month; and, further, that if they lost their job they would have to take to the shovel again, the same as another man. This was seconded by Mr. Chas. Ham. An amendment was moved by Mr. Smith to the effect that the two above mentioned men be allowed to join the Union without any fine being placed upon them, on the ground that they did not take any other man's place in the strike; this was seconded by Mr. Murray. For the amendment 1, for the proposition 20; the proposition was therefore declared carried. Mr. Nicholas Smith moved that Mr. Campbell be appointed ship's delegate on the s.s. *City of New York*, along with Mr. Hugh Taylor, as the work is too much for one man, there being nearly 200 firemen employed on the ship. This was seconded by Mr. McKevitt and carried. After a hearty vote of thanks to the chairman, the district secretary, and the Branch secretary, the meeting adjourned.

BIRKENHEAD BRANCH.

At the usual weekly meeting, May 28, Mr. Alfred Kennedy, chairman, the minutes of the general meeting, together with the correspondence and financial statement, were adopted, the financial statement being received with loud applause. After some able remarks from the secretary and delegate, respecting the wages paid for casual work and runs, it was moved by Bro. John Kenny, seconded by Bro. J. McArthur, that the question be referred to the Branch Committee; carried. A hearty vote of thanks to the chairman brought a business-like meeting to a close.

At the Committee meeting, June 2, the president, Mr. J. Griffiths, in the chair, there were also present secretary and delegate, Messrs. J. McArthur, J. Kenny, S. Clegg, R. Trevellick, J. Kerr, H. Stedding, W. Roberts, J. Grasty, G. Rees, and G. Duncker. The minutes and financial statement were adopted. After some remarks from the secretary and delegate respecting the wage paid for casual work and runs, the delegate submitted the proposed scale of wage for such work, which met with the approval of the assembled members, and on the motion of Bro. R. Trevellick, seconded by Bro. G. Rees, it was accepted as satisfactory, subject to the approval of the general meeting.

Members from home will please note that the erection of a magnificent flag-staff and the hoisting of the Union flag over the rooms of the Branch took place on the Queen's birthday, May 24, amidst ringing cheers from a most loyal and appreciative assembly, numbering something like 100, who had gathered purposely to honour the occasion, and after short addresses from Messrs. A. Shepherd, D. Kenny, R. Travellick and others, the assembly dispersed.

GLASGOW BRANCH.

At the meeting held in the Typographical Hall, 102, Maxwell-street, May 29, J. McQuillan in the chair, the adoption of the minutes was moved by Bro. G. Pearson, seconded by Bro. T. Coston. Mr. D. McGuigan, a boiler cleaning contractor, commented on the minutes in a long statement of how he had been deterred from following his usual employment. This same individual having, at two special meetings of boiler cleaners, been told that he must desist from contracting, but would be allowed to earn his living as another member—that was if he worked as another member. This he point blank refused to do, thinking the boiler cleaning fraternity too far beneath him, although it was by the same fraternity's hard, honest labour, that he had been in the habit of living. As this member has appealed to the Executive, and is awaiting an answer, he was deemed advisable to drop the subject. McGuigan having been asked to retire, he not being a financial member, the minutes were unanimously confirmed. The report of the committee's work for the two previous weeks was next read and unanimously approved of, on the motion of Bro. T. McManus, seconded by Bro. J. McNaught. The financial statements for the two previous weeks were also read and accepted, on the motion of Bro. R. McBride, seconded by Bro. E. Bryson, comments being made on the expenses incurred on this Branch by other Branches allowing men to come to Glasgow to take runs below our rates, also allowing ships to sail from other ports manned with non-Unionists, our Branch having, at great expense to fight the battles, getting neither remunerated nor supported from any source. The weekly report of the three outside delegates was then read, they being pretty lengthy and showing the vast amount of good work done by the very energetic officials. Comments being made on several ships mentioned in the report, it was unanimously decided that great credit was due to the boatswain and leading stokers in assisting the outside delegates in rooting out scabs. A member named R. Scott at this stage rose and commented on men being allowed to sign in Allan Line vessels with non-Unionists, he stating that he could have gone in the s.s. *Norwegian*, had it not been for two scabs that were aboard. It was then intimated to this member, that according to the resolution come to at the special meeting, held in McLeam-street, Union men were to sail in the Allan Line with non-Union men, and to sign on board (if required), for a period of one month only. This explanation did not seem to satisfy this member and a few others, and a deal of interruption to business was caused. However, on the motion of Bro. R. McBride, seconded by Bro. G. Cartwright, the matter dropped. Reference was then made to an individual named J. Cunningham, better known as "Late and Early," he doing all he possibly could to hurt the Union, although having enrolled on our books, and having paid his entrance fee. After a number of comments, it was proposed by Bro. R. McBride, and seconded by Bro. J. Fyfe, that steps be taken either to compel him to pay up his arrears, or otherwise to deter him from being employed among Union men. This was carried unanimously. Correspondence was then read from Mr. A. Sheppard, on a member of our Branch, named G. Taylor, who had gone from Liverpool in the s.s. *City of New York* as engine-room storekeeper, he being an A.B. The secretary was instructed to communicate with the member on the matter; also from Mr. W. Galbraith, Ardrossan, on a shipwreck claim for a member named Andrew Bryce, who was wrecked in the s.s. *Harold*. He not being a financial member the claim was not entertained; from Mr. A. O'Hea, Londonderry, on the support of the relatives of the imprisoned men

of the s.s. *Belgravia*. A letter was read from the general secretary on the wages of southern-going vessels; and from the Trades Council on the deputation from our Branch to meet them on Friday to discuss the advisability of having the local riggers amalgamated with us, the committee appointed being Messrs. Rathven, McBride, McGregor, McNicol, and Ingram. An appeal was read from the secretary of the Cabinet Makers' Union, now on strike, for assistance financially in their struggle. It was proposed by Bro. G. Pearson, seconded by Bro. G. B. McNaught, that we send them a donation of £10. As an amendment Bro. Thompson moved, and Bro. McBride seconded, that the amount be £5. The motion was carried by a large majority, only 4 voting for the amendment. A complaint was lodged against a member, T. Reardon, who had been working aboard the s.s. *Wickham*, that ship having nothing on board but non-Unionists. It was intimated that he had been allowed to work on board that vessel, but when explanations were given it was discovered that he had been working three days previously, for which the meeting condemned him, Bro. T. McPhillips moving, and Bro. G. Cartwright seconded, that he be fined £3. As an amendment, Bro. McDermott moved, and Bro. T. McManus seconded, that he be fined £1, with four weeks to pay it; for the amendment 8 voted, and for the motion 1. The amendment was therefore declared carried, and finished the business.

CARDIFF BRANCH.

At the usual weekly meeting, June 2, owing to our late chairman, Mr. Chubbs, having gone to sea, the first business was the election of another to occupy the chair for the evening. Several names were mentioned, and on the proposition of Mr. Harrison, seconded by Mr. Harris, Mr. Tucker took the chair. Before reading the minutes some brief remarks were made by the secretary with reference to our late chairman. He (Mr. Gardner) considered that we owed a great debt to Mr. Chubbs for the interest which he had taken and services he had rendered, not only whilst chairman, but also on the formation of the Cardiff Branch, and suggested that a hearty vote of confidence be accorded him, and that we forward same on to him. It was, therefore, resolved that a hearty vote of thanks and confidence be accorded our late chairman for services rendered the Cardiff Branch. The minutes of last meeting were then read and adopted, also the minutes of the committee and special meeting. The financial statement was also read, giving the income and expenditure, and was received with great satisfaction. Reference was then made to one Mara, a member of the Cardiff Branch, who had missed and refused to sail in four ships in succession. The man being a boarder at the Union Home had no cause whatever to back out, although he had plenty of excuses. When taken down aboard by our delegate he flatly refused to go in either. He had been dealt with by the committee and fined, but had refused to pay, therefore it was moved by Mr. Harris, seconded by Mr. Brooks, that he be expelled from the Union subject to the approval of the Executive Committee. Correspondence was then read from the general secretary, and the secretary of the Engineers' in reference to two of James Burdock's steamers, the s.s. *Maggie* and *Amie*. The owners say that they will knock off the donkeyman from all their boats and sign on a fireman instead, therefore the instructions from our general secretary was to block them, unless they concede our terms and carry a donkeyman. We did succeed in blocking the s.s. *Amie* at Penarth. She came up for signing, but found that they could not get our men to sign unless the donkeyman was taken. We were backed up by the engineers, who also stood firm, therefore, no doubt, the owners will find that it will be cheaper to concede our terms, than to keep the vessel fast in Penarth Dock. A letter was read from Mr. Sherlock, late leading stoker of s.s. *Belgravia*, in which he asked for justice, as he considered that he had received none from the Glasgow Branch. The meeting therefore decided that our secretary write Mr. Sherlock, pointing out his remedy for the action taken against him by the Glasgow Branch. Several other letters were then read from members abroad, one especially named Charles Smith, now lying in the British Hospital, Constantinople. He had met with a severe accident, while reeving a grapple at the fore topmast of the s.s. *Annie Thomas*, at Cardiff. He not being in the Sick Fund, it was decided to let the matter stand over until his return, and then see what could be done by voluntary contributions. Correspondence was also read from the secretary of King's Lynn Branch, in reference to a member of our Branch, James Walsh, who was dead, but nothing could be done in the case, as he was not entitled to any benefit whatever. After hearing several complaints and discussion on same, the meeting closed.

GREAT GRIMSBY BRANCH.

At the general meeting, June 2, the vice-president, Mr. Chester Chapman, in the chair, the minutes and accounts of the previous meeting were accepted. There was a large attendance of members, the meeting being especially called to consider certain grievances which members in the local boats required remedying. The questions were discussed *seriatim*, which for obvious reasons we cannot insert here, and a report was ordered to be drawn up and submitted to the officials of the Company, for consideration and redress; a committee of five being appointed to assist the secretary in doing so. The case of Bro. Thos. Tye was mentioned, and on the motion of Bro. Dales, seconded by Bro. Staff, it was resolved, that in consequence of the heavy affliction under which he is suffering, he be suspended from all payments, without loss of benefits, as per rule, and he be allowed to sail again should he ever recover sufficiently to be enabled to do so. Two new members enrolled since last meeting were accepted into the Union. The steam fishing vessels' engineers have at last made a move in the direction of organisation. On Monday seven new members were enrolled in this section, and we have ultimate hopes of securing the whole of them, as the majority of them have promised to join on their return from sea. Shipping very slack at present; 10 firemen reported unemployed, and 8 sailors.

LEITH BRANCH.

Since the late Plimsoll meeting held here, we have had no report in our valuable paper, but we hope absent members will not be in the least discouraged at this, as it was the fitting time, but now that we have settled down to our work again and in more befitting accommodation, we intend to keep all our members posted up with every week's business. Nothing special occurred since the above-named meeting took place, until the barque *Loch Fleet* signed on May 23, the master first not caring about giving £3 10s., if he could procure non-Union men for £3, but finding it was almost impossible to do so he conceded the Union rate, and in recompense he got as good a crowd of youthful seamen (all Unionists) as ever sailed; and who, on leaving the docks for Buenos Ayres, loudly cheered the National Union. Another vessel which signed that week—the *Company*, I suppose, not willing to put up with the Union's interference—was not so fortunate in getting a crew, but had to take what the Union refused to allow to be members (all foreigners). One Frenchman, a member, said he would sign, which he did, and a special meeting being held, he (Francis Francis) forfeited all claims to the Union. A series of committees and special meetings have been held, the first being about the paying for the new banner. The members thought that it had not been done satisfactorily, and it was decided that the solicitor advise on the matter. The case of several weak-kneed members was brought up at a meeting called for the purpose, for having signed in company with non-Unionists in the *s.s. Llangorse*. The following are their names, it having been agreed that they should be posted in SEAFARING, and also that they forfeit all moneys paid into the Union:—Peter Murray, No. 1,084, Leith Branch; Francis Lowe, No. 1,245, Leith (paid nothing since general strike); James Wilson, No. 62, Leith (paid nothing since strike, during which he received relief money every week); Andrew Scott, who has been scabbing since the strike and is determined not to join if he can escape. We would like to ask all secretaries to beware of these three notorious blacklegs, who distinctly told the secretary that they did not intend to own the Union. In comparison to this lot of blacklegs, I am proud to publish the names of four foreigners who nobly refused to sail in the same vessel as these men, and whom we dispatched to Shields immediately after the vessel signed. Their names are as follows:—John Mitchell, Peter Manuel, Constantine Babary (Cardiff member), and Nicholas Capses, and we hope that in Shields they will be assisted as much as possible for their good services rendered to the Union. The *s.s. Kinloch*, of Glasgow, arrived in Leith on May 27, after a voyage of nearly seven months, and on the delegate paying her a visit, the whole of the crew complained of being ill-treated during the voyage. Of this, and of how the Branch won a case in Court about wages, you shall hear next week.

GOOLE BRANCH.

At the usual weekly meeting held at Bank Buildings, Bro. W. Field in the chair, minutes were read and confirmed. The ballot box for the Trades Council was opened, with the following result. Sailors:—Messrs. W. Field, James Hackett and W. B. Noble. Firemen:—Messrs. W. J. N. Ward, J. E. Gibbin and James Gunn, and W. R.

Chappell, secretary. The question of members of different Unions working together was then discussed at length by Bros. Rockett, Field, Smith, Woods, McLane and others. Bro. McGuire had no objection to any man as long as he belonged to some Union, working side by side with him on board ship in port, but not to go to sea. Eventually Bro. Gunn moved, and Bro. Woods seconded, that we agree to a working agreement with the dock labourers to assist each other as far as possible, and that we will work side by side with them in harbour, either on board ship or ashore, and in cases of emergency, for a doker qualified to do the work, to go to sea (rather than take a blackleg) for a voyage, and that should a dispute occur, either between them and their employers, or us and our employers, we will mutually assist each other, and that the three Unions work hand in hand together, viz., sailors and firemen, dockers, and keelmen; carried unanimously. The secretary announced there was every hope of the Beverley strike being settled satisfactorily.

MIDDLESBROUGH BRANCH.

At the usual general meeting held on June 2, Mr. J. Hardy presiding, Mr. Fred Gant in the vice-chair, the minutes were confirmed, after being discussed, and the secretary read correspondence from several sources, one letter being from the general secretary, requesting the appointment of a delegate to represent this Branch at the meeting to be held in Sunderland, to consider the wages question, and to form one uniform rate on the North-east Coast. The members expressed themselves in favour of the meeting, and the secretary was appointed to represent this Branch, on the motion of Mr. Culpin, seconded by Mr. Jacklin. The account with the head office was then brought before the meeting. The secretary said the total indebtedness of this Branch with the head office was £399 1s. 10d. After various items had been explained, it was decided, on the motion of Mr. Leary, seconded by Mr. Adams, that the amount of £399 1s. 10d. be paid, as per account from head office; carried. The secretary then stated that he had received the design of the banner, which was then shown to the members, who expressed themselves highly satisfied. The secretary read a letter from Mr. Campbell stating that the price of a banner (silk) 8 ft. by 10 ft. would be £35. It was then decided, on the motion of Mr. Gilchrist, seconded by Mr. Adams, that the tender of Mr. Campbell be accepted; carried. After other business the meeting adjourned, on the motion of Mr. Bowden.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, June 2, the minutes and financial account were accepted, and letters were read from several Branches and members. Some discussion arose on a letter from the general secretary referring to the different scales of wages in the North of England ports, and requesting delegates to meet in Sunderland to come to some agreement on the subject. Last week Mr. J. H. Wilson held a series of meetings on four successive days on the New Quay, right in front of the shipping office, and did a lot of good by encouraging the members to stand to their guns. But one vessel, the *s.s. Supplicich*, of South Shields, got away with a scab crew on board last week, and the *s.s. Lionel* took a scab crew this week; secretaries please note.

SUNDERLAND BRANCH.

At the usual weekly meeting last week, complaint was made against several members who had failed to join their ship. Mr. Lonsdale said the practice of backing out of ships was a disgrace, and contended that they could not be too severe on any who conducted themselves in such a manner. Several members spoke upon the Employers' Liability Bill, especially the clause relating to seamen. It was contended that it was an unsatisfactory measure, and put the seamen in no better position at the present time, than at accidents happening to seamen being abroad, and not in British ports.

At the usual weekly meeting, June 2, Mr. Geo. Dunn in the chair, there was a large attendance of members. Letters were read from North Shields, Grangemouth, and Swansea. Also a letter requesting the attendance of representatives of each Branch on the North-east Coast to a meeting on Thursday evening for regulating the wages on the North-east Coast—Mr. K. Bastard being elected to represent this Branch. Mr. J. B. Lee then asked if the meeting approved of a scheme to establish dining rooms on the docks for the convenience of seamen and others working on the docks. The meeting expressed themselves very much in favour of the scheme, a long-needed requirement, for at present men working on the docks had a full half-mile to walk before they reach a dining-room of any sort. Mr. J. Cathey moved, Mr. F. Hines seconded,

that the meeting approve the scheme; carried. Considerable discussion then took place on the Rating of Machinery Bill now before the House of Commons to take away the poor rates which is levied on machinery at present. It was contended that machinery was the means of making paupers, therefore it ought to maintain them. It was further contended that if the rates were taken off machinery they would have to get the rates from somewhere else, and where would they get them from but out of the pockets of the working classes and the tradesmen, who have already heavy rates? The meeting condemned the Bill from beginning to end.

SOUTH SHIELDS BRANCH.

At the general meeting, June 2, Mr. Holdforth in the chair, the minutes were adopted, and correspondence was read from Green's Home, London, and from general secretary, the latter inviting us to send a representative to a district meeting in Sunderland, on the advisability of a uniform rate of wages on the North-east Coast. A member made a complaint about a member enrolling in this Branch under the specified time, but it was not proven. A member made a complaint about a Union man going with a non-Union man, and when asked to give up the ship, came to claim strike pay, which was put to the meeting and condemned. Firemen for backing out of the *s.s. Deerhound* on Sunday morning, while the vessel was on the point of going to sea, were fined 2s. 6d. each. It was moved that no strike pay be given to the members who came out of the *s.s. Lionell*; carried. It was moved, "That Mr. Clements go as a representative for this Branch to the meeting on the wages question, and that we adhere to the scale of wages already laid down by the majority of members on the North-east coast;" carried. It was also resolved that we take part in the Northumberland miners' picnic, to be held in Morpeth on July 12, and pray that the general secretary will take part on the general topics of the day, and that our little friend Blyth will take part and swell the ranks with their new banner.

Shipping is brisk here. There are sufficient men to man all ships. Firemen are not so plentiful. I would advise men north of this port to stop at home until next report. Members enrolled for the week, 35; for non-local Branches, 12. Work has every appearance of reviving now after the holiday.

HULL BRANCH.

At the usual weekly meeting, June 3, the minutes were adopted, correspondence was read, outside delegate's report passed, and secretary's weekly report and financial statement accepted. George Smith, fireman, a member of the Branch, was reported for deserting his ship at Port Said. It was proposed by Bro. Jabuke, seconded by Bro. Dudda, that he be censured. It was determined that a drawing be made on behalf of Bro. Enoch Watson, a member of the Penarth and Barry Branch, who had lost an eye through an accident, when heaving up ashes when at sea. It was resolved that the owners of the ship be asked to subscribe to the prizes. A man named Drury applied for admission. Not having the requisite time to be placed on the books as an A.B. it was proposed he should be enrolled as ordinary seamen, which opportunity he refused to avail himself of. The scheme of federation between the National Union and the Hull Local Society is now an accomplished fact, and a manifesto has been issued, a copy of which will be found on page 9. A complaint was laid against three firemen named Swift, Toomey and Durant, for not turning up to work after having signed in the *s.s. Kirkland*. A vote of censure was passed, as well as on Thomas Pithers, a member of the Penarth Branch, for insolence to the chief officer of the same ship, and the secretary was directed to inform the Penarth Branch of the same. Mr. A. Clarke was appointed provisional outside delegate for the space of two months, at a salary of 24s. per week, two months being the time that entrance fee of the Hull Branch and the Local Society shall be 10s.

No important step has yet been taken towards putting in force the decision arrived at by the Hull Seamen's and Marine Firemen's Amalgamated Association and the National Amalgamated Sailors' and Firemen's Union, which was announced in the manifesto issued on Saturday. That things will very shortly come to a crisis, however, is a certainty, for the members of both Associations have arranged not to sail with non-Unionists in future. Considering the brief notice which was given, and not wishing to cause unnecessary trouble, the officials of the Associations have decided not to be too precipitate in their action. Last Monday, representatives of the Associations visited every vessel in the port, mainly for the purpose of making inquiries, and inducing non-Unionists to accept the in-

evitable, and join one of the two bodies. No great number of "scabs" were discovered, and in only one or two places did trouble occur. Where there appeared a likelihood of converting the non-Unionists on board a short trader, it was decided to allow the vessel to make another voyage, but in the case of lengthy voyages, or where any of the men assumed a defiant attitude, the Unionists on board were instructed to hand in their notices at once and refuse to sail unless the whole of the crew were composed of members of one or other of the Unions. A somewhat serious dispute arose at the Alexandra Dock on board a collier, the Unionists refusing to go to sea with non-Unionists, but the officials gave them instructions not to take this step at present. As the result of Monday's inquiry, it seems that the majority of the non-Unionists at present in port are to be found in the ranks of the stewards and cooks. Altogether, it is estimated that about one-third of the seamen, firemen, stewards, cooks, etc., sailing out of Hull belong to neither Association, and it has been definitely determined that if they do not at once join, the Unionists will not sail with them; and where a crew of scabs is obtained, it is highly probable that the dockers will refuse to load or discharge the ship.

CORK BRANCH.

A well attended meeting of the members of this Branch was held on June 2, Mr. John Ahern in the chair. The secretary made a statement in reference to the strike in the s.s. *Upupa*, and the prosecutions brought against the men for insubordination which terminated in their pleading guilty to the charge, the Packet Company not pressing for punishment, but to have it hung over them for twelve months, while they would be in that employment. This course was assented to, and the men resumed their work, and matters are going on as smoothly as if no incident of the kind had ever occurred. He (the secretary) should deprecate strongly the conduct of any member or members doing any act which would bring discredit on the Union, and while being aware of the fact that the crew of the s.s. *Upupa* were placed in a false position, certain matters could not, under any circumstances, be overlooked, and it was the duty of the Union to assert their authority and make those members who committed themselves amenable to the rules. A long discussion followed, the members generally condemning the conduct of the parties mentioned below. To give effect to their expressions the following resolution, proposed by Bro. E. Fitzgerald, and seconded by Bro. J. Attridge, was unanimously adopted:—That a fine of £2 on Andrew Grant (card No. 79) and £3 on James Busted (card No. 463), be imposed for their action in connection with the strike on s.s. *Upupa*; Branch secretaries to take cognisance of same and to have it recorded in SEAFARING. The wages out of this port are as under, and Union men calling here are requested to sustain those rates:—

Westward.			Steam.		
Sail.			Firemen		
Sailors	£1	0 0	... £5	0 0	
Cooks & Boat-			Sailors	4	15 0
swains	4	15 0	Cooks & Boat-		
Stewards	5	15 0	swains	5	10 0
Carpenters	6	5 0	Donkeymen	5	10 0
Ordinary Sea-			Stewards	6	10 0
men	3	0 0	Carpenters	6	10 0

Southward.			Steam.		
Sail.			Sailors & Fire-		
Sailors	£3	15 0	men	£4	10 0
Cooks & Boat-			Cooks & Boat-		
swains	4	10 0	swains	5	5 0
Stewards	5	10 0	Stewards	6	5 0
Ordinary Sea-			Carpenters	6	5 0
men	2	15 0	Donkeymen	5	10 0
Carpenters	6	0 0			

Steam—Weekly.			Foreign Trade.		
Cross Channel.			Passenger Boats.		
Sailors & Fire-			Sailors & Fire-		
men	£1	10 4	men	£1	12 8
Cooks	1	13 6	Steward Cooks	1	16 0
Donkeymen	1	15 0	Carpenters	1	17 6
Carpenters	1	17 6	Donkeymen	1	16 0

DUBLIN BRANCH.

At the usual weekly meeting, May 30, Bro. Cullen in the chair, the minutes and financial account having been read and confirmed, the secretary read the correspondence, including some letters from members, which were passed. A letter from Bro. Francis Roche to the committee, draw attention to the urgency of having two black lists drawn up, and posted in the Union rooms for the inspection of members, one list to contain all the men who are six months in arrears and one for men who are three months in arrears. Complaints

were then heard from the firemen of the s.s. *Lord Gough*. Michael Welsh, of s.s. *Lord Gough*, received a full week's wages, and then backed out of the ship, consequently the firemen had to advance one day's pay, which he received, and for which he had not worked. They claimed to have it refunded to them. There was a further complaint against the same man by Bro. Peter Murphy, that Michael Welsh defied the Union, although a member, and said he would pay no more into it. Bro. Cullen said that although it was a bad return to the men, the Union could not refund the money, as it was only a loan between Michael Welsh and the firemen. It was then proposed by Bro. Daly, and seconded by Bro. Murphy, that unless he repaid the men, his name should be inserted in SEAFARING, and that the secretary was to visit the s.s. *St. Kevin*, the ship he was on at present, and tell the Union men on board what he had said and done against the Union. Bro. Devine proposed as an amendment, and Bro. Byrne seconded it, that he be fined according to the rule laid down, for backing out of his ship. The chairman then put the proposal and the amendment to the room, both of which were carried. A complaint was then heard from John Carr, who complained that he became spokesman for the crew of the ship *Mary Jane Wilber*, belonging to S. N. Robinson, in a case that arose about knocking off work 12 noon instead of 5 p.m. on the day of sailing. He was told by the men before he spoke that they belonged to the Union, but it turns out that those who had belonged to it were six months and more in arrears. He was dismissed on account of the part he took, S. N. Robinson being only too glad to get a shy at the Union, which he hates and dreads. The chairman, while commiserating with Bro. Carr for the position he had placed himself in by his zeal for the Union, said he should have seen the men's cards before taking part with them. He should have remembered the old adage "That you should look before you leap." Our godfather, Mr. P. A. Tyrrell, then addressed the meeting at some length. While complimenting the chairman and meeting on the able way they carry on their business, and seconding a vote of confidence passed in the secretary, he advised us at the same time to go the world over hand in hand in Unity, at the same time thinking that a vote of censure should be passed against Mr. Shields, district secretary of the Gas Stokers' Union, and Mr. Canty, organiser of same Union, for groundless charges brought by them against our officers. He advised us to stand shoulder to shoulder, so that every seagoing man would have to choose between joining the Union or leaving the sea-service as a means of livelihood, as if was quite ridiculous for single scabs to think they could fight such a well-organised body of men as the Amalgamated Seamen's and Firemen's Union. It was proposed by Bro. John Johnson, and seconded by James Moreton, that the Sailors' and Firemen's Union be represented on the contribution table in the sum of £2, to aid the gas stokers and general labourers in their manly stand against capitalists' oppression; carried unanimously.

DUNDALK BRANCH.

The flag of freedom represented by the National Union banner has reared itself in this port and district, and Jack Crawford-like, members here swear to bind themselves by its principles, and nail it to the mast. Very successful meetings have been held at Newry, Dundalk, and elsewhere on the East Coast. Sailors and firemen in this district are hastening to avail themselves of the privileges offered them to enrol themselves as members, and remove the stigma resting upon them, and place themselves in proper organised array with their fellow workers, the sailors and firemen elsewhere, to bring home to the minds of the shipowning community a proper appreciation of the value of their labour.

NEW BRANCH AT NEWRY.

Secretaries please take notice, seamen belonging to Dundalk, Newry, Drogheda, Warren Point, Rostrevor, Kilkeel, Greenore, and Omearn, may, for one month from date, be enrolled on payment of a reduced entrance fee of 5s. as members of the Dundalk Branch. This relaxation of the rule has been made on the authority of the Executive Committee on the opening of the Branch. Secretary's address, James Fitzpatrick, National Seamen's Union, Quay-street, Dundalk. Agent for Newry, Mr. D. Lennon, Dublin-road, Newry.

A largely attended meeting was held in the Home Rule Hall, Newry, on Tuesday, May 27, under the auspices of the Sailors' and Firemen's Union, with the object of establishing an agency of the Union in Newry. Mr. Daniel Lennon, of Dublin-road, presided. On rising to open the meeting, he said that it afforded him gratification in the highest degree to take part in any movement which aimed

at the establishment of an equilibrium as between capital and labour, and it was a matter to be regretted that whatever the state of trade might be, or however prosperous the times were, seldom did the employers take the initiative in anything leading to a rise of wages. (Hear, hear.) That was a question the solution of which, in nine cases out of ten, they must take into their own hands, or if they did not, they must be content to linger in their position, which was one of moral slavery. The means were now within their power to effect their emancipation, and the onus would be upon themselves if they did not avail themselves of them. He would now introduce Mr. Fitzpatrick, who would tell them something of the progress which the Society had made, and what its objects were. (Applause.) Mr. Fitzpatrick said, in the first place it would be a duty incumbent upon him, and on behalf of the National Union which he represented, to return grateful thanks to Mr. Daniel Lennon for the hearty way he had come forward to help the cause; he had gone considerably out of his way to assist in making the meeting the grand success it was, and having acted in the friendly manner he had towards them, he trusted that the sailors and firemen of Newry would always regard Mr. Lennon as a friend who had come forward in the hour of need. (Hear, hear.) There was another point he would like to call attention to, and that was this, their Union had no political bias. (Applause.) The only politics they understood were the politics of bread and cheese, and the only leaders they would trust were those who were prepared to do battle for the interest of labour. (Hear, hear.) This was the grand principle which every working man should study. He was very happy to say to them that evening, that after a life-long exile from the land of his forefathers, that upon him had devolved the duty and honour of coming to them as a missionary to propagate and preach the doctrines of salvation, as far as their social and bodily requirements went, according to the principles of Trades Unionism—doctrine as pure, trustworthy, and truthful in their foundation as was the Sermon on the Mount, preached by the Saviour of Mankind nineteen centuries ago, because it was founded upon the same observance of brotherly love, self-sacrifice, and self-abnegation; in short, it was as necessary to the emancipation of their bodies as was the Gospel of Christ for the redemption of their souls. (Applause.) Moreover, the enemy in both cases was, to a large degree, identical, the mammon of iniquity; but against "one atom of truth the powers of darkness must ever strive in vain," and the Union was founded upon the rock of justice. (Cheers.) He could only ask them to enrol themselves under its banner, and engage in a crusade, as holy as ever preached by Peter the Hermit, for it was to secure fair play, proper treatment, and honourable conditions of labour for those who had borne the names of white slaves of the ocean. (Great cheering.) Let them band themselves together, and they would have no fear of outsiders. They had the moral force and assistance of upwards of 100,000 organised seamen at their backs; let them be but true to the cause, true to their principles, and their claims must be recognised here as elsewhere. (Cries of "We will.") Let them not show themselves weak-kneed, or supple in the hands of their employers, for if they temporised in any manner short of the full integrity of their rights, they themselves declared against their own emancipation. (Hear, hear.) He would tell them something what the Union had done, and it was only yet in its infancy. Scarcely three years ago it started with a membership of nine seamen, and wages were at the lowest ebb. It now numbered upwards of 100,000, with an income of £4,000 per month, and in influence capable of making itself felt by the councils of the nation, ay, the Throne itself. (Great applause.) In the same short space of time it had raised the sailors' wages from 30s. 0d. 50 per cent., and vastly improved their condition otherwise. What it had done elsewhere it would surely accomplish in Newry. (Hear, hear.) All that they required to do was to forget individual interests, and remember that they were but units in a grand organisation, whose object was, by equalising the relations as between capital and labour, to better the condition and raise the moral and social condition of the sailors and firemen of the country. He trusted the sailors and firemen of Newry would soon become earnest and energetic members of the Association. The speaker sat down amid enthusiastic cheering. Mr. P. Tinnithy then moved the following resolution, which was seconded by Mr. J. McShane, and carried unanimously:— "That this meeting of sailors and firemen pledges itself to identify with Trades Union principle, and join the National Amalgamated Sailors' and Firemen's Union forthwith." A large number of sailors and firemen then came forward and joined

the Union, paying their entrance fees. The meeting closed with a cordial vote of thanks being passed to the chair.

BELFAST BRANCH.

The usual weekly meeting of this Branch was held on May 29, in the Union Rooms, 4, Queen-square. The attendance was very limited, the night being wet and stormy. The usual business was submitted to the meeting, and on the suggestion of the secretary that no resolution be passed until next meeting so that business might get due consideration, this was agreed to. A consultation was then held regarding attendance of members at the weekly Branch meetings, after which the meeting adjourned.

KING'S LYNN BRANCH.

At the usual weekly meeting there was a fair attendance—Bro. W. Brooks in the chair. The minutes of the previous meeting, with income and expenditure account, were, on the motion of Bro. Wm. Burgess, seconded by Bro. E. Massingham, adopted as read. The secretary then read the correspondence, and gave in his report of his visit to Boston, stating that since his last visit Bro. Symons had enrolled four members at Boston. It was moved by Bro. E. Brindle, and seconded by Bro. T. Swaine, that they be accepted; carried unanimously. The secretary then explained the circumstances of the sad fatality which had occurred at Boston on May 19, one of our brothers, by name T. Walsh (of the Cardiff Branch), losing his life by drowning in the dock at Boston, and was buried on the 21st—the deceased brother was serving as fireman on board the s.s. *Restormal*, of Cardiff. He was pleased to report that Bro. Symons, our agent at Boston, was one of the jurymen to watch the case on our behalf. Under the head of complaints Bro. H. Cooper stated that he had a complaint to make in respect of a member of this Branch shipping in a vessel by the run down to the Tyne. Owing to contrary winds she was compelled to seek shelter in the Roads, and whilst there the said member deserted his ship, casting discredit on our Union. A lengthy discussion arose upon the subject, and Bro. Cooper moved that the said member be punished according to bye law; seconded by Bro. E. Massingham. Bro. W. Burgess moved as an amendment that it stand over until next Branch meeting; seconded by Bro. Swaine. The amendment being put there were 16 voted for it and four for the resolution. The chairman declared the amendment carried. After other business had been transacted the meeting adjourned with a vote of thanks to the chairman.

LOWESTOFT BRANCH.

A public meeting was held at the "Cocoa Tree Café," High-street, Lowestoft, on May 28. The meeting was well attended. The chair was taken by Mr. C. Tooke, who said he had very carefully studied the work the Seamen's Union was doing in every port where its Branches were established, and he knew no other where its want was more felt than at Lowestoft, and he trusted every seaman would unite himself with his brother seamen now that the hand of unity was held out to them, for unity was strength. He dwelt very strongly on the evils of the Drift Net Fishery, which could be in no way altered except by the men combining together, and by so doing, they would not only benefit themselves, but their employers. Several other important questions he also touched on, one being the way in which the class of men was treated who composed the seamen belonging to colliers of Lowestoft. Mr. T. M. Walsh, London District secretary, then addressed the meeting, saying he had come down from London on purpose to tell them what good the Union had done to those who joined its ranks, and pointed out several other ports where men were browbeaten and downtrodden, and as soon as the hand of Unity was held out to them it was grasped, and a great change had taken place in all ports where a Branch of the Union was established. He also pointed out that the Union did not want strikes. It did not want shipowner and smackowner and men to clash together. All the Union wanted was that a man should have a fair day's pay for a fair day's work. He also impressed on their minds the harm the two places had done to the dock labourers of Liverpool, both Yarmouth and Lowestoft, by men flocking there to take the bread out of the mouth of men, women and children. "I understand," Mr. Walsh went on to say, "there is another Union sprung up lately here amongst you, called, The National Federation of British Fishermen. Not one word will I say against it; you men that think your interest will be carefully studied by joining that, join it by all means, and you that think the Sailors' and Firemen's Union will look after your interest, come and join our ranks, for remember Unity is strength. I am informed, and

I know it to be true, that the men belonging to this port and Yarmouth, that are engaged in the coal trade, get the sum of £3 5s. for a voyage which means ten or eleven voyages in a year. How is a man to keep a wife and family respectably on such a paltry sum? Thirty pounds a year! The shipowners ought to be ashamed of themselves, but, men, the hand of friendship, the hand of Unity, is held out to you now. Combine together and we will assist you." Mr. Walsh next spoke on the load line, and reminded them how Mr. Samuel Plimsoll had worked day and night for seamen, and taxed his health and given his help to the Union, by becoming the president of the Seamen's and Firemen's Union. Several other important points in connection with the Union and its Branches were touched on by Mr. Walsh till the meeting was brought to a close, and after the usual vote of thanks one and all were invited to enrol themselves.

I was informed that on the Saturday night before our meeting one of the smack-owners belonging to Lowestoft waited till the captain of one of his smacks came down from the meeting-room, after the meeting of the National Federation of British Fishermen, and because he had joined that Union at once discharged him. That act ought to show other men that combining together is the only resource. I have since been informed that that man has a wife and six children to support. I trust now that act of kindness on the part of that owner will open the eyes of other men in Lowestoft and Yarmouth, so they may see what interest owners take in such men that risk their lives to keep together body and soul of their families, while they live in ease with all the comfort this world can afford them.

WHITSTABLE BRANCH.

A smoking concert of this Branch was held in the club room on Thursday, May 28, Mr. Gammon acting as master of ceremonies. After several songs, recitations, dances, etc., and after a very enjoyable evening had been spent, the concert broke up at 9.30 p.m.

At the general meeting on May 29, Mr. Gammon in the chair, the minutes and correspondence from the general secretary, Mr. Maxwell, and Mr. Degrin having been read, it was proposed by Mr. Charrington, seconded by Mr. Moore, that they be adopted; carried. The secretary addressed the meeting at some length, and advised all young members who wanted to better their condition to go in ships where they would be better paid and learn their work as seamen, instead of digging coal in coasters for starvation wages. Mr. Gammon also spoke as to the benefits members derived from the Union since it started in Whitstable, stating that 50 of our members who were receiving £3 5s. for from six to eleven weeks, were now sailing in some of the largest steamers afloat for the highest Union wages, £4 10s. a d £5 per month; and plenty of vacancies for more, thanks to the London secretaries. He also requested all seamen in port on Sunday next to take part in the church parade along with other societies. It was then agreed unanimously that the secretary ask all Branch secretaries, through SEAFARING, to look after all Faversham and Whitstable vessels visiting their ports, as there are still a number of backlogs in some of them reaping what they have not sown. After the usual vote of thanks to the chair the meeting adjourned.

BRISTOL BRANCH.

At a meeting of the above Branch, Bro. E. Woods presiding, through the unavoidable absence of Bro. Stanley, Mr. R. G. Tovey, T.C., trustee, was present, also a very fair attendance, seeing we have so few members ashore—a fact we are pleased to report. The minutes of previous ordinary meeting, and the special meeting called for the election of a secretary, were, on the motion of Bro. Russell, seconded by Bro. Lawrence, adopted. The secretary, Bro. T. J. Dancer, then returned thanks for his election, and in so doing besought the members to render him their personal assistance in carrying out the principles of the Union. The correspondence drew forth a general discussion as to the Dockers' Union working in unity with us to prevent scabbing. The secretary reported he had had occasion to seek the assistance of the local secretary of the Dockers' Union, and would, no doubt, be able to arrive at a definite line of action. At this point the most interesting part of our business was reached, namely, the presentation to Bro. Lawrence of the gold medal for services rendered the Union. A resolution having been passed certifying his claim, the presentation was made by Mr. R. G. Tovey, president of the Bristol Trades Council, and trustee of the Branch, who, in a few well chosen and pithy remarks, making especial reference to the abilities of every member to push the Union, and pointing to our general

secretary, for whom he expressed the greatest regard as an example of what it was possible for any man to be. On resuming his seat he was given rounds of applause. Bro. Lawrence had such a cargo of feeling he could only return thanks, but in those few words he fully showed he appreciated the present. The secretary was then elected to serve the Branch upon the Trade Council vacancy created through the transfer of the late secretary. The financial statements for the two previous weeks were then read and adopted. Bro. Jarman, delegate, then gave a summary of work done in enrolling new members, the s.s. *Parnee* being secured with the exception of four coolies, and the crew of the s.s. *Jadio*, who were eligible. A general conversation as to the future prosperity of the Branch then took place, and a vote of thanks to Mr. R. G. Tovey brought the meeting to a close.

SWANSEA BRANCH.

At the usual weekly meeting, May 27, Bro. Trick in the chair, the minutes, financial account, and correspondence were approved of. A report was laid before the meeting, that Bro. James Dup y had missed his vessel, and according to the resolution passed on May 7, it was proposed by Bro. Battye, and seconded by Bro. Shea, that he be fined the sum of 5s., it being his first offence; carried unanimously. Proposed by Bro. Gilbert, and seconded by Bro. Burnett, that Mr. Williams become an honorary member; carried unanimously. The next business was to elect a permanent outside delegate. On being put to the meeting, Mr. Rohn received 19 votes and Mr. D.w 18. Mr. Rohn was therefore declared duly elected, he having a majority of one. The next business was to present the secretary, Mr. R. Thomas, with an oil painting, value £13 13s. Mr. Dawe, treasurer, said that he had a very pleasing duty to perform, and that was to present their worthy secretary with the testimonial which he had so ably earned, and he felt very pleased to see that the members of this Branch looked upon their secretary with great respect, as he himself felt fully confident that he was deserving of the same. He hoped that his offspring would follow his example. (Applause.) It was proposed by Bro. Harris, and seconded by Bro. Reeves, that a hearty vote of thanks be accorded our worthy chairman and visiting brethren; carried unanimously. After various discussions, the meeting terminated. Bro. Battye officiated as door-keeper for the evening.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, May 30, Mr. Duan in the chair in the absence of the president, the minutes having been adopted, a discussion ensued regarding the resolution passed at last meeting, that members who have an opportunity to attend the meetings and do not, be fined one shilling. Mr. Blackett and others having spoken, Mr. Mansell said he would suggest that one sailor and one fireman from each of the Tyne Steam Shipping Company's ships attend the meetings, every man to have his turn. This was unanimously agreed to. There were no complaints made. Eighteen sailors and 20 firemen were reported as unemployed. A resolution was passed that Mr. Mansell write to Mr. Wilson and ascertain the reason that the deputation appointed by the Executive Council had not met the Labourers' Union to endeavour to come to some arrangement between the two Unions. After Mr. Mansell had spoken, a vote of thanks concluded the meeting.

At the general meeting held June 2, Mr. Errington occupied the chair. A long discussion was carried on by the members present regarding a letter from the general secretary asking the Newcastle Branch to elect a delegate to go to Sunderland on Thursday next to attend a meeting which will be held to consider the best means of regulating the wages on the North-east Coast. Mr. Mansell spoke at length on the advisability of holding such a meeting, and explained that the wages were £5 per month at Hartlepool and Middlesbrough, while they were £4 15s. per month on the Tyne. It was to remedy this difficulty that the meeting had been called. The chairman then asked for nominations for delegate. Mr. Palmer proposed, and Mr. Nicol seconded, that Mr. Mansell be the delegate. There being no other nomination the motion was put to the meeting and carried unanimously. A long discussion ensued regarding a member named A. R. Halifax, whose cards are retained by the Branch. It was moved by Mr. Chalmers, seconded by Mr. Dunn, and carried, that if Mr. Halifax does not pay his arrears within ten days, he be fined 10s., and if he does not pay up in another ten days that he be expelled from the Union. A fine of 5s. is already imposed. It was also resolved that Mr. Mansell use his influence to prevent him working ashore until he pays his arrears; 17 sailors and 21 firemen were reported as unemployed. A vote of thanks concluded the meeting.

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION OF GREAT BRITAIN AND IRELAND.

WAGES.

STEAM, MONTHLY.

Sailors and Firemen, all round	£4 15 0
Cook and Boatswain	5 5 0
Lamp Trimmer	5 0 0
Steward and Carpenter	6 5 0
Donkeymen (Overtime extra)	2 10 0

STEAM, WEEKLY.

Sailors and Firemen	£1 12 8
Carpenter and Steward Cook	1 16 0
Lamp Trimmer	1 15 0
Donkeymen (Overtime extra)	1 16 0

SAIL, SOUTHWARD.

Sailors	£3 10 0
Cook and Boatswain	4 10 0
Steward	5 10 0
Ordinary Seamen	2 10 0
Carpenter	1 16 0

SAIL, WESTWARD.

Sailors	£4 4 0
Cook and Boatswain	4 15 0
Steward	5 15 0
Carpenter	6 0 0
Ordinary Seamen	3 0 0

Daily Wages 5s. Tides' Work 5s. Boiler Cleaning 6s. per day.

PULL TOGETHER!

Officers can engage Men at the Union Offices, Coronation-street, South Shields, at the above Rates. Entrance Fee, 17s. 6d., from 1st May, 1890, rising monthly 2s. 6d.

DAVID CLEMENT, Secretary.

Meeting Nights, Mondays, at 7 p.m. Sociable on Fridays, at 7 p.m.

ROBERT FINDLAY.
UNION SUPPLY STORES
60, GRANGE ST., GRANGEMOUTH,
Wholesale and Retail.
GROCER AND PROVISION MERCHANT.
Members of the Sailors' and Firemen's Union supplied at lowest cash prices.

G. CEMMELL,
119, HIGH ST., KING'S LYNN,
UNION CLOTHING SHOP,
Is the BEST HOUSE in the EASTERN COUNTIES
FOR
EVERY DESCRIPTION
OF
SEAMEN'S CLOTHING.
AT PRICES THAT CANNOT BE BEATEN.

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BOARDING HOUSE,**
EDWARD MILTON, Proprietor.
"FORESTERS ARMS."
81, EAST HOLBORN, SOUTH SHIELDS.

SOFT TACK.
MRS. CATHERINE MITCHELL, widow of the late J. B. Mitchell, chief mate of the S.S. "Julia Wiener," begs to inform the Seafaring class who trade to Tyne Dock that she has opened the shop, 15, SLAKE TERRACE, TYNE DOCK, and will supply Home-made Bread at the lowest possible Prices.

TOBACCONISTS' COMMENCING.
Write for Illustrated Guide (22 pages, three stamps). "How to open respectively, £20 to £1,000." TOBACCONISTS' OUTFITTING COMPANY, Chief Offices, 184, Euston-rd., London, the largest and oldest complete Tobacconists' Furnishers in London.

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N. A. S. & F. U. HULL BRANCH.

Section B.—Steam Trawler and Tug Boat Engineer Branch.
Section C.—Fisherman Branch.

Meeting Nights: Monday and Thursday at 7.30 p.m., at Union Offices, West Dock Avenue, Billingsgate, Hull.

Join at once; combine to protect your interests, and improve your condition. Entrance Fee to be raised shortly.

OFFICE OPEN DAILY FROM 9 A.M. TO 5 P.M.

NOTICE.

To all Union Crews Sailing from London.

If from sickness, or any other cause, any men who have signed in your ship fail to turn up at the appointed time, and your ship leaves the Dock short-handed, but with the intention of shipping men in the river, or at Gravesend, ascertain the number of men that is short, and report the same to the Delegate on board the Launch, or at Gravesend. Do not allow boarding house masters, runners, or any other of the Thames sharks that infest the river to put any men on board. Remember that you can get Union Men at Gravesend, or from the Launch that flies the Union flag.

JOHN DEGNIN, Sec., Gravesend Branch.

TUG BOAT BRANCH. SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at Mr. Fysh's, 257, East India Road, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

NOTICE TO SECRETARIES AND CORRESPONDENTS.

On and after Monday, April 7, all communications for Gravesend Branch, Seamen's and Firemen's Union, should be addressed to "Plimsoll House, The Terrace, Gravesend."

JOHN DEGNIN, Secretary.

THE SHIP'S SURGEON OF TO-DAY.

BY
C. H. LEET, F.R.C.S., Eng.
Late Surgeon-Major Army Staff, and some time Surgeon White Star, Cunard, and Alfred Holt Lines, &c., &c.

Opinion of *The Lancet*.—"This pamphlet throws a lurid light on the discomfort and petty insolence a surgeon who attempts to do his duty by his employers, the passengers, and the crew, is exposed to from the officer in command, unless he is content to close his eyes to all abuses."

The British Medical Journal says:—"Dr. Leet is doing good service by drawing attention to the present very unsatisfactory position of ships' surgeons."

The Liverpool Journal of Commerce writes:—"Judging from his testimonials, Dr. Leet stands high professionally and socially."

PRICE SIXPENCE.
Only to DR. LEET, 116, DERBY ROAD, BOOTLE.

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CAPTAIN BROUGHTON
Holds Certificates for Extra Master, Comp. Dev., and A.B. from H.M.S. President. Separate room for each grade. Seamanship class daily. 6
DEVIASCOPE AND THE COLLISION AVERTER.

NOTICE TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union.

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

NOTICE.

Sailors are earnestly requested not to join any Whitstable or Faversham vessel under £3 10s. per Month, and Ordinary Seamen according to their merit, as the men intend to sail by the Month instead of by the Voyage. Branch Secretaries and Delegates are requested to look after the above vessels that may visit their Ports.

J. DONOVAN, Sec.,
WHITSTABLE BRANCH.
March 30, 1890.

NOTICE.

Seamen would do well to take careful note of the sums deducted from their wages for postage in foreign ports. Nearly all the letters received at the office of SEAFARING from seamen abroad are insufficiently stamped. The envelopes containing these letters will in future be preserved, so that seamen may compare the postage actually paid by the captain with the postage he has deducted from their wages.

GRANGEMOUTH AND BONESS BRANCH. NOTICE.

Members coming to these ports without their Union Cards will be considered non-Unionists and will be dealt with accordingly. No excuse will be taken.

CHAS. C. BYRNE,
Grangemouth, May 5, 1890. Secretary.

NOTICE. GRANGEMOUTH BRANCH.

All Secretaries are warned not to permit members to come to Grangemouth on telegrams purporting to come from me, unless same are verified. Union Men are out here for 32s. 8d. in the Baltic Trade. Forged telegrams in my name have been sent to Branch Secretaries, ordering crews to come here.

May 14, CHAS. C. BYRNE, Sec.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
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Houses Furnished from 10 to 100 gs.

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4/6, 5/6, 6/6, 7/6 each.
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NOTICE.

To Members of the National Amalgamated
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All Union Men arriving at or sailing from
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Pawnbrokers' Salerooms & Seamen's Outfitting Stores
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Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
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really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most
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may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.
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supplied on Special Terms. Advance notes cashed at
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UNION HOME,
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Sailors and Firemen 15s. per Week.
A. J. CANDLER, Proprietor.
N.B.—Every attention paid to Boarders. None but
Union men admitted.

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the N. A. S. & F. Union.

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Suits made to measure on the shortest notice and most
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A Speciality is our **OILSKINS,**
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Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to
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SHOULD GO TO

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For Serges, Oilskins, Guernseys, Officers' and
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Hats, Hies, Scarves, Collars, &c., of the Newest
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ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.

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CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
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VERE STREET, CADOXTON, BARRY DOCK,
Keep a large and Complete Stock of

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In all its Branches. Advance Notes cashed for 1s.
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N.B.—Special terms for members of Seamen's
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One minute's walk from Cadoxton Railway
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PEGGIES' DINING ROOMS,
64, DOCK STREET, DUNDEE.

Seafaring men of all classes will find the
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THE BEST PLACE TO GET
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MODERATE CHARGES.

ATTENTION AND CIVILITY GUARANTEED.

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BOARD AND LODGINGS,
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Seamen Boarded by Day or Week according
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Seafaring Men of all Classes will find the above
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GOOD MEALS AT MODERATE CHARGES
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HOME COMFORTS STUDIED. TERMS MODERATE.
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